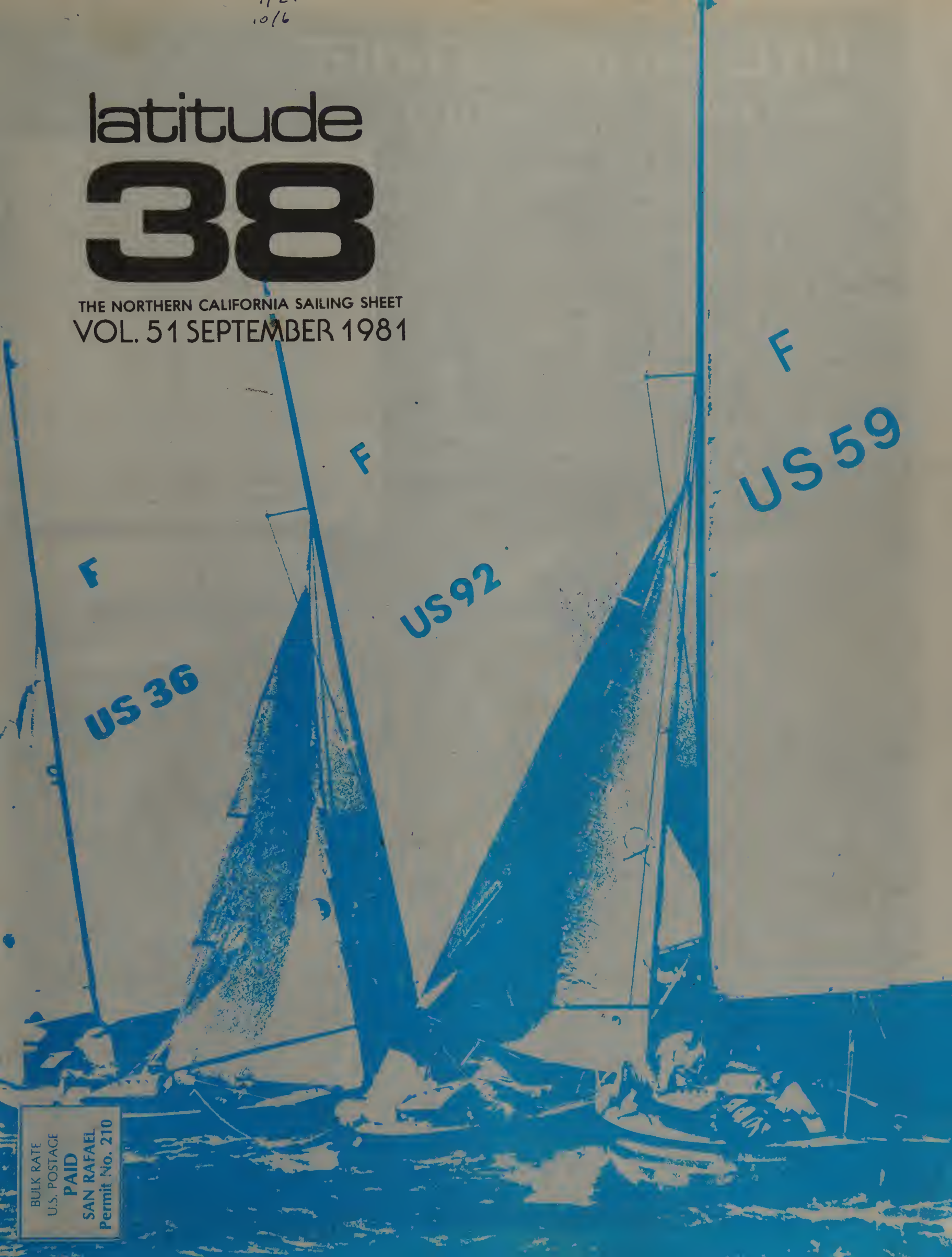


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THE NORTHERN CALIFORNIA SAILING SHEET
VOL. 51 SEPTEMBER 1981



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THE RIGHT STUFF

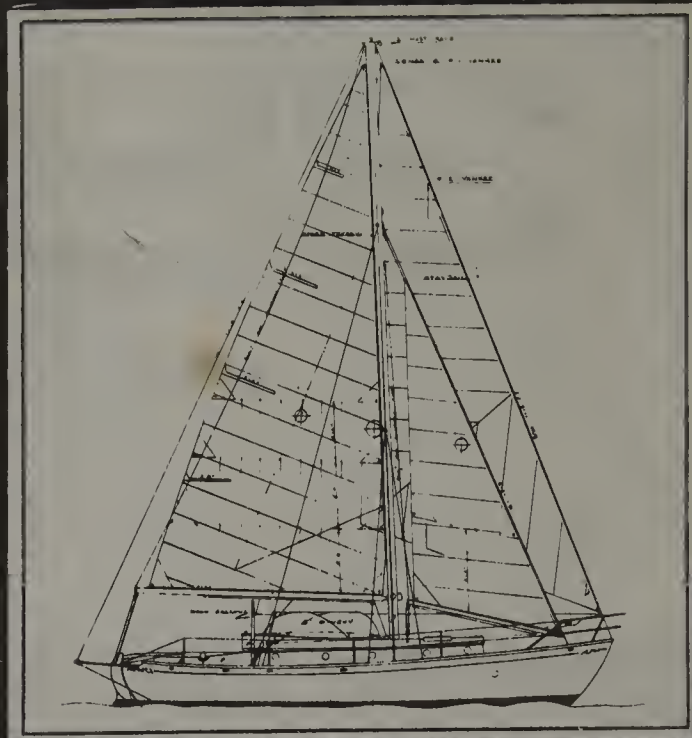
PART V — SAILS

Cruising sails differ from racing sails in several ways: Generally you want a softer cloth for easier handling & storing; next, the cut of the sail is fuller, offering a wider range of effectiveness (trading off some performance) and finally, you find more "dual purpose" sails — such as furling sails, reaching spinnaker-geoa compromises.

For the RAFIKI 37 the standard sail list is well-suited for the majority of sailing one would expect to encounter. The inventory includes: #1 Yankee, #2 Yankee (these are high-clewed jibs), reefable staysail; main with 2 reefs; 135% genoa, storm trysail. This selection will be useful in winds from very light to violent storm (light air — Beaufort 1 thru violent storm — Beaufort 11).

Other special condition sails may be recommended for your particular needs. Spinnakers, pole-less spinnakers, double head sails, and drifters are some of the light air sails that should be considered.

Sailmakers? We are blessed with several excellent sail lofts in the Bay Area. Some specialize in cruising sails just as some are performance oriented. Ask them what their specialty is — they will give you a forthright answer.



RAFIKI 35 MK I.

The Rafiki 35 Coaster was an instant hit when introduced in 1977. This immaculate Airex cored yacht is fully found including a new Volvo MD-11C, 4 sails, H/C shower, instruments, radio, pedestal steering, autopilot, & more. An ideal Coaster/Offshore yacht by S.C. Huntingford. AVAILABLE AT \$63,750.



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CT-41 PILOTHOUSE. — Owner Makes it Easy to Own — That's right. \$12,000-down & assume the loan on this \$79,950 value. Make no mistakes, she's ready for serious cruising with an extensive inventory of fine equip. including radar, autopilot, fireplace, inflatable dinghy, refrigeration & inside steering. Plus a lengthy list of other extras. Get in on this fixed interest-rate special — only \$980 per month. AT OUR DOCKS.



Pampered RAFIKI 37. Hull #16, commissioned fall of '77. "TREPID" owners took pride in owning one of the best maintained & equipped R-37's that we've delivered. Equipped w/standard equipment, +

many extras including dodger, autopilot, wind direction, windspeed, RDF, clock, barometer, CNG stove, more. Replace new, approximately \$95,000. AT OUR DOCK — \$74,950.

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Sweet Okole was the Overall Winner of the 1981 TransPacific Yacht Race from Los Angeles to Honolulu. TransPac is the grand daddy of the long distance ocean races, and the competition is fierce. Any TransPac win is impressive.

Sweet Okole was carefully prepared; she always goes to sea well-equipped and ready for what the sea has to offer.

Sweet Okole's sails are bought from Richards and van Heeckeren. Dean Treadway, her owner, is meticulous, knows what he wants, and weighs his options carefully. From his sails he demands superior speed and from his sailmaker he demands superior service, and Dean gets both.

Since 1973, the year in which Kame Richards and Jake van Heeckeren opened their sail loft, there have been five TransPacs and three times the overall winner was equipped with sails from their loft. That is an enviable record, and Richards and van Heeckeren and the staff is justifiably proud that these winners decided to equip their yachts with "Pineapple" sails.

Sweet Okole's final sail purchase for this year's TransPac was a new jib top and a pair of spinnakers. Dean wanted our latest design concepts embodied in the primary sails which would be responsible for most of the boat speed during the race. As a result he had that little extra which only a dedicated custom loft is willing to provide.

We thank Dean Treadway for taking us along for our third TransPac win.



Photo by Fotoboat Co.

Sweet Okole ★ Winning the 1981 TransPac

If you too would like some Exquisite Custom Sails, the ones with the unequalled performance and that little extra, then come by the loft or give us a call. We'll be pleased to provide you with sails which embody the same quality and expertise which won the 1981 TransPac.

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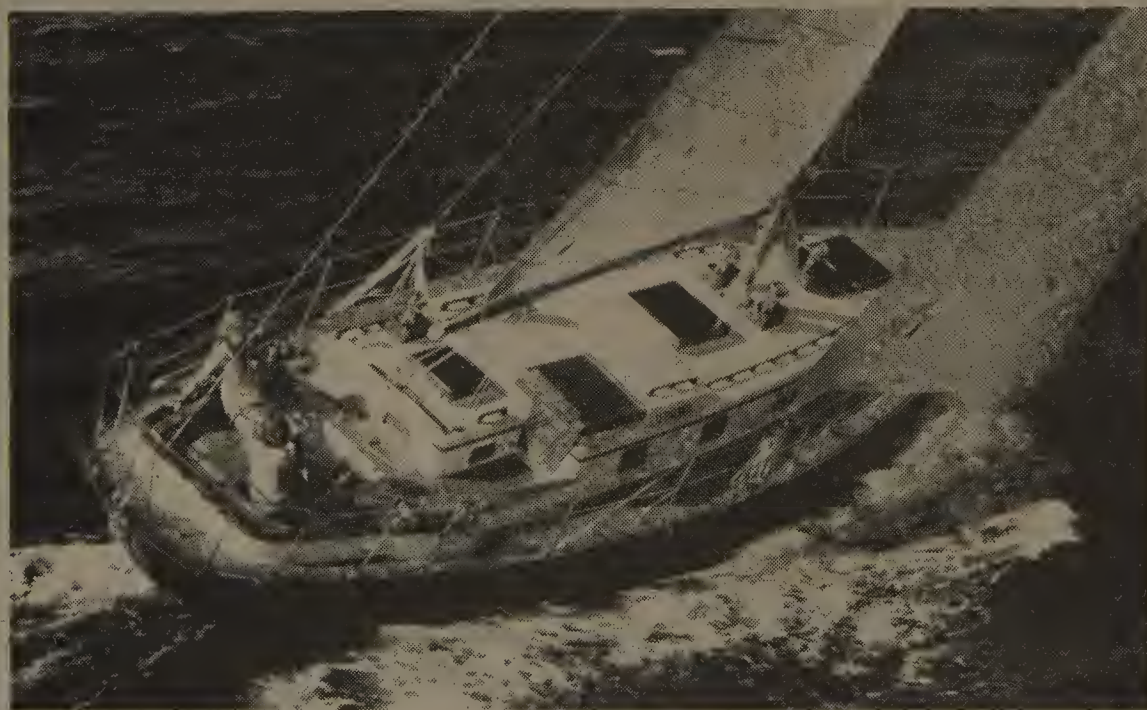
No Other Yachts

The Mason 43

Designed by Al Mason, the MASON 43 is a tricabin aft cockpit bluewater yacht of moderate displacement. Design emphasis is placed on beauty, performance, safety and comfort.



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September 11-20*



The MASON 43 is constructed of the most modern materials to Lloyds †100A1 specifications. A design of such obvious beauty requires superior craftsmanship in her execution. You will find MASON 43 quality second to none.

SPECIFICATIONS

L.O.A. 43'10½"
L.W.L. 31'3"
BEAM 12'3½"
DRAFT 6'3"
DISPL. 25,000
S. A. (cutter) 899 sq. ft.

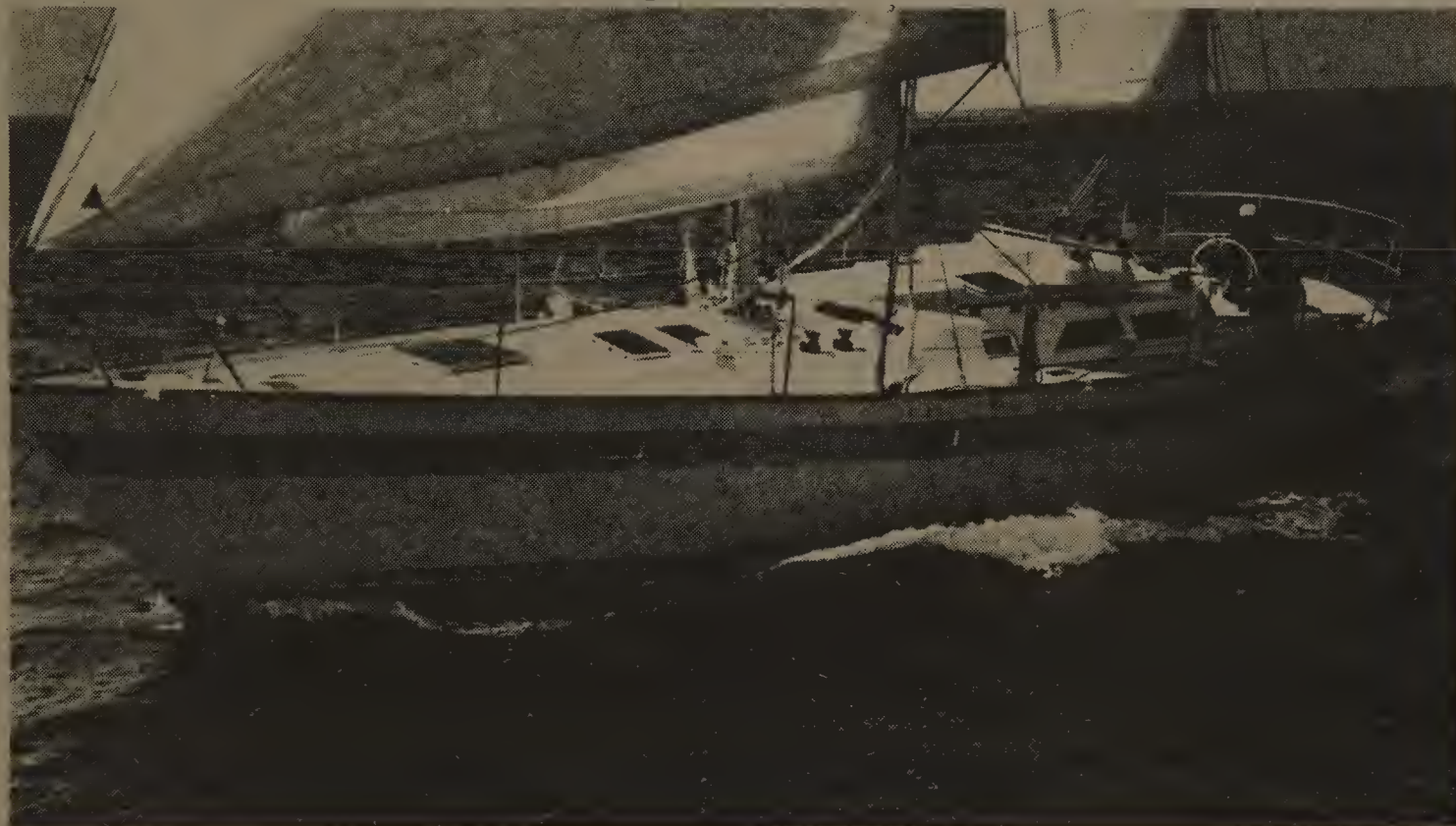
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Even Come Close



NORSEMAN 447 BY ROBERT PERRY HIGH PERFORMANCE OFFSHORE CRUISER

*See Us At The Mariner Square-Alameda Boat Show,
September 11-20*



SAIL PLAN

The NORSEMAN 447 represents Bob Perry's latest design in the mid forty foot range. The NORSEMAN is a high performance cruising yacht, yet its design is such that it can easily be sailed over long distances by a short handed crew. She is extremely stable yet very responsive in light air and gives excellent performance on all points of sail.

The NORSEMAN'S interior is very spacious and with headroom ranging from 6'8" to 6'4" throughout, she is ideal for sailors of all sizes. The tri-cabin, 2 head layout is well lit and ventilated by a combination of 9 opening ports, 6 opening hatches, 5 deck prisms, 5 dorade type vents and six fixed windows.

The galley is both large and functional and has more than adequate stowage while the main salon easily seats 6-8 for meals or socializing. Topsides, the deck layout is extremely efficient and can be easily modified for a cutter rig. The sail plan is extremely powerful allowing for quick passages in light air, yet easily reduced for more efficient offshore conditions.

So, all in all, if you are looking for a well found performance cruiser or if you are tired of the I.O.R. headaches but not the speed, then the NORSEMAN 447 is the boat for you.

SPECIFICATIONS

L.O.A. 44'7"
D.W.L. 37'6"
BEAM 13'0"

DRAFT 6'4"
DISPL. 28,000
S. A. 937 sq. ft.

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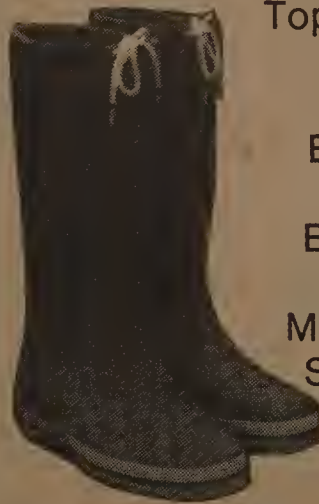
CONTENTS

9	sub
21	letters
51	calendar
55	loose lips
65	changes in latitudes
72	sightings
88	canal crunch
90	olsons
94	class act
102	dope dilemma
109	kilroy
114	interview: linda
125	bbs preview
136	max ebb
142	jim & conni

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Folkboats on the Berkeley Circle

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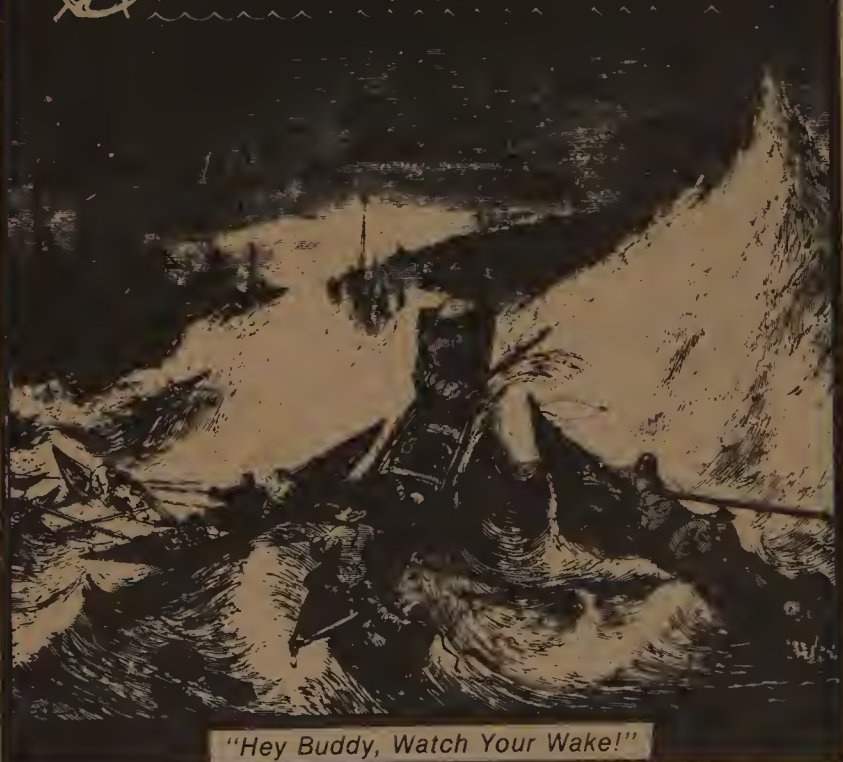


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30' Friendship, '64	35,000
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32' Chris Craft, '64	Offers
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HOUSEBOAT

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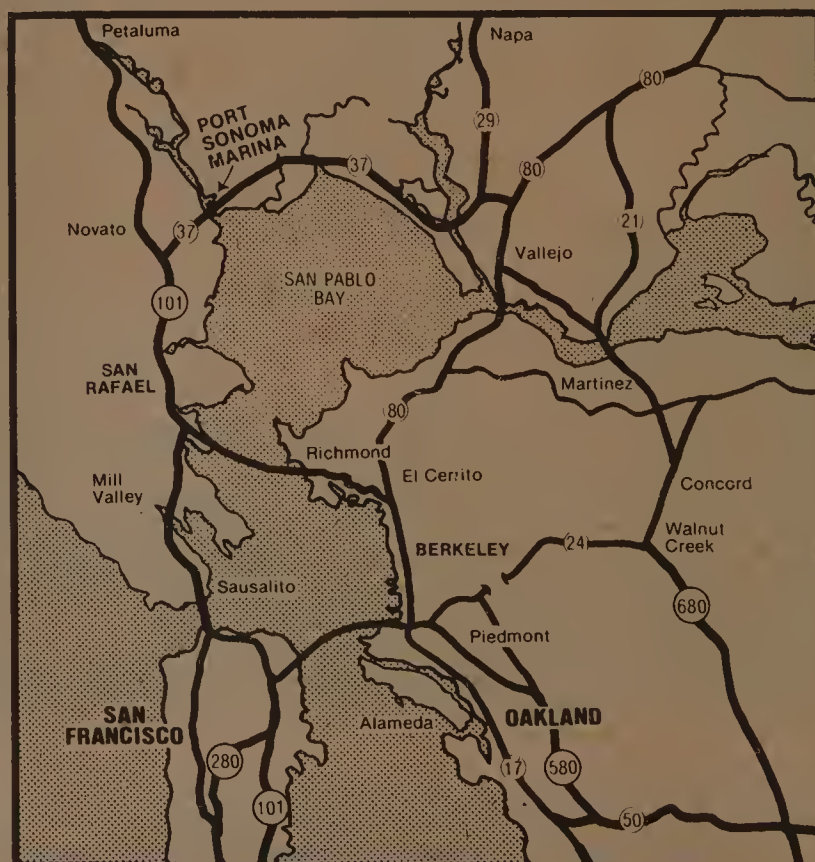


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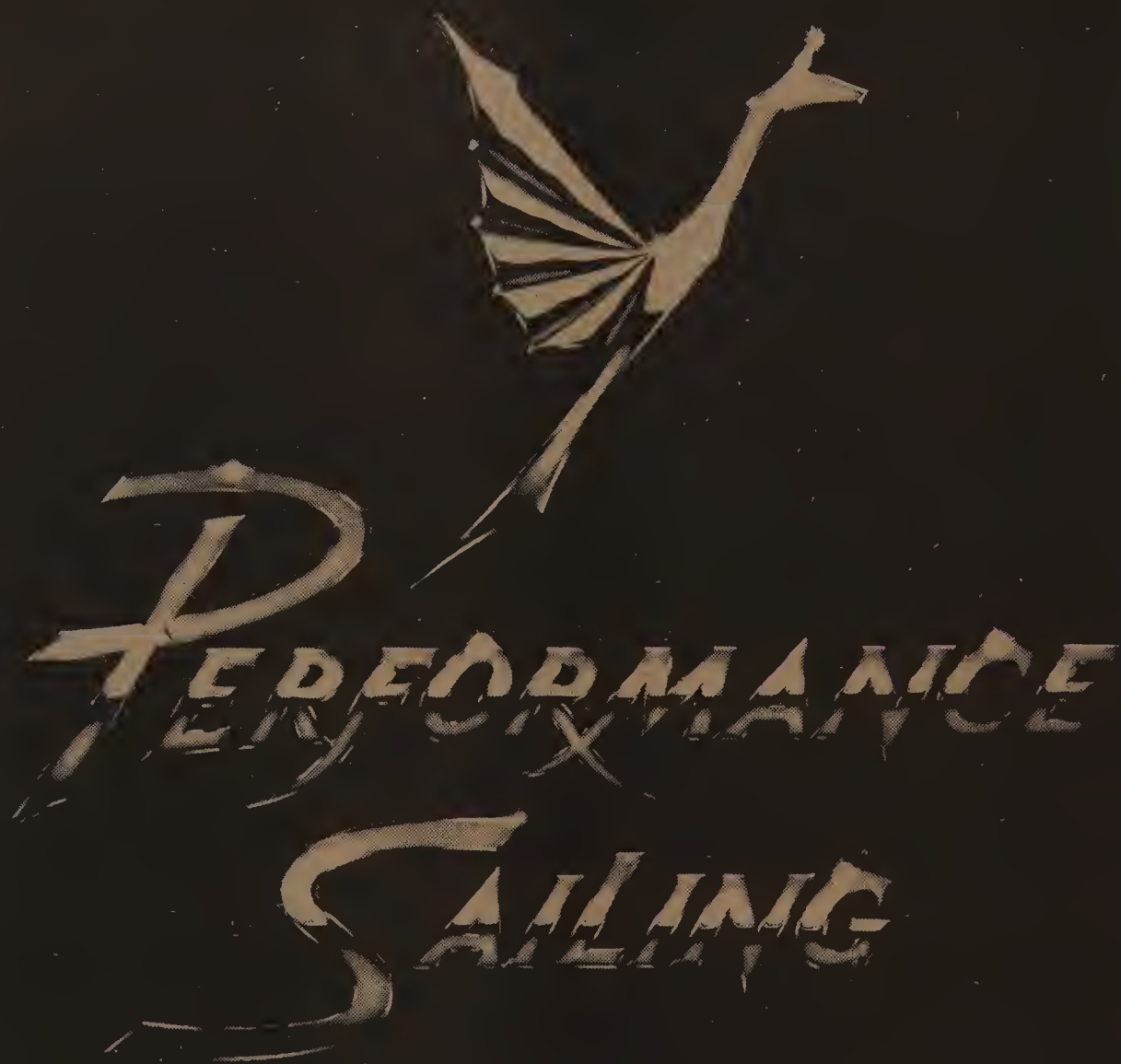


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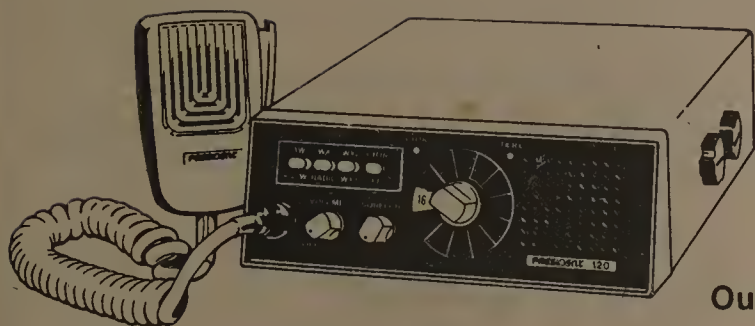
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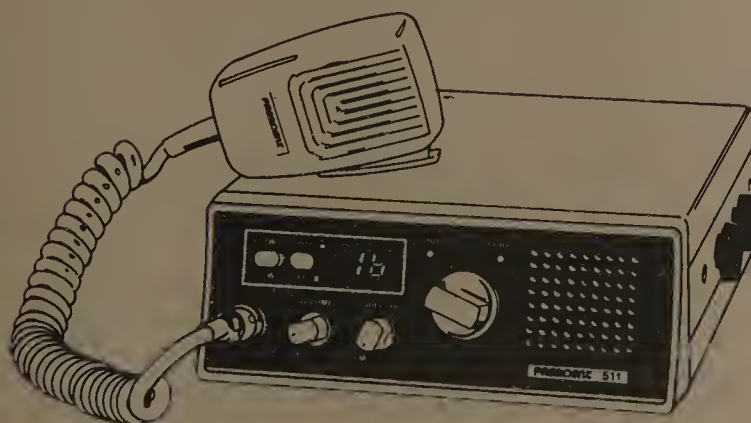
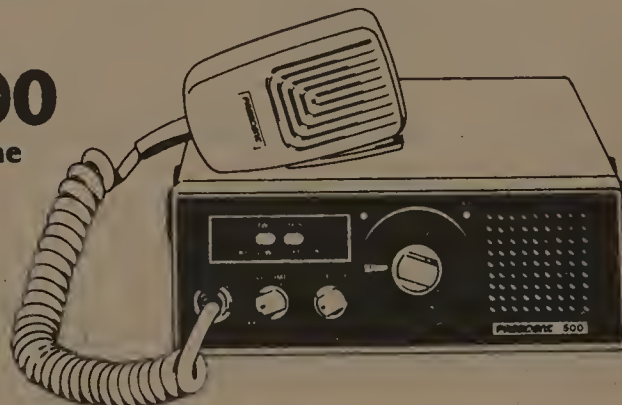
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50-Channel VHF Radiotelephone

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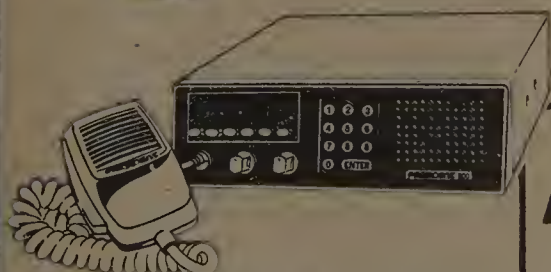


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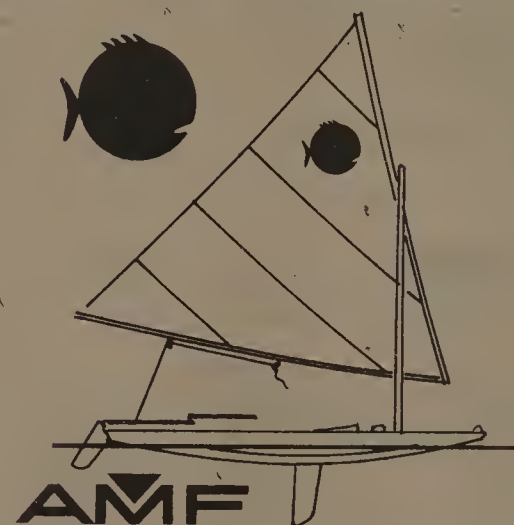
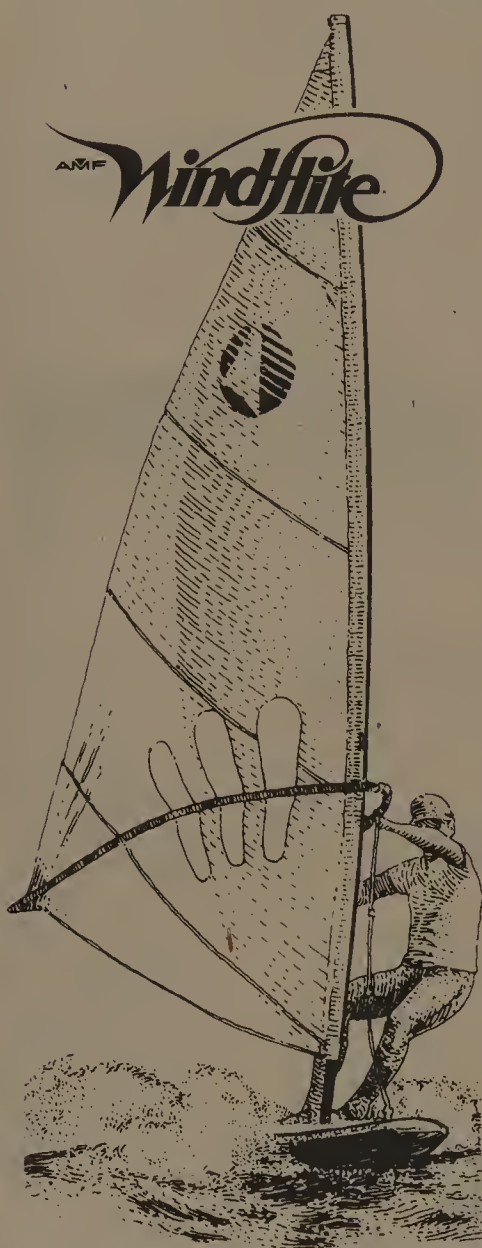
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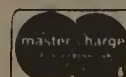
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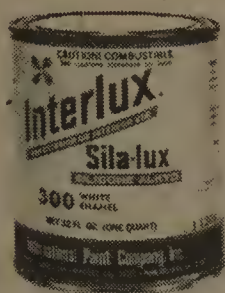


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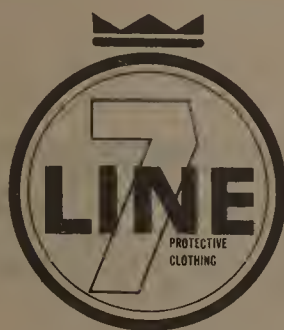


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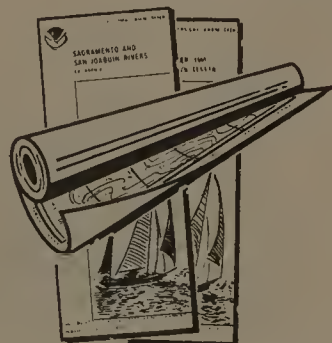


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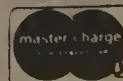
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L.O.A. 45'8"
L.W.L. 36'6"
BEAM 13'6"
DRAFT 5'10"
DISPL. 33,500#
BALLAST 11,500#
S.A. 1,093 sq. ft.



SEA STAR 46. This beautiful aft-cabin, Pilothouse world cruiser is now available at the Introductory Price of **\$129,900** Sail-a-way with Dual steering, VHF, depthsounder and safety package. See her at our docks! Ask about Tax Sheltered/Charter Management!

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SEA STAR 36 SPECIFICATIONS

L.O.A. 36'2"
L.W.L. 32'6"
BEAM 11'2"
DRAFT 6'
DISPL. 28,000#
BALLAST 8,800#
S.A. 717 sq. ft.

Designed By Robert Perry

Perry Design 36 World Cruiser. She is the finest example of Eastern craftsmanship. Her sailing characteristics are legendary. Fugere's is proud to introduce her at **\$65,000** Sail-a-way, VHF and depthsounder, safety package included. See her at our docks. Ask about Tax Sheltered/Charter Management!

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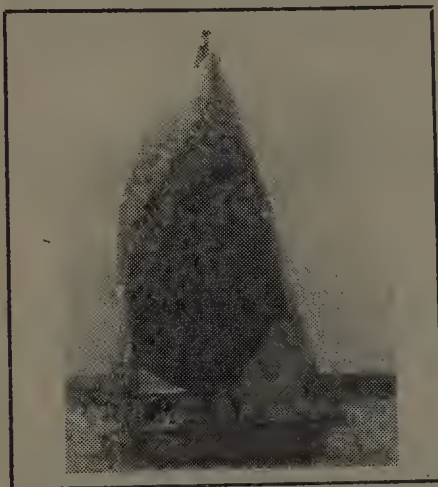
Location: Mariner Square, Alameda, CA
Hours: Weekdays 11:30-6/Weekends 10-6
Admission: Adults \$5/Ages 6-16 \$2/Under 5 free
Parking: Free **Show Office:** (415) 523-0940
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Exit/follow signs to Alameda/thru Webster Street
Tube/stay in right lane/take first immediate right upon
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Sutter Cuts a New One . . .

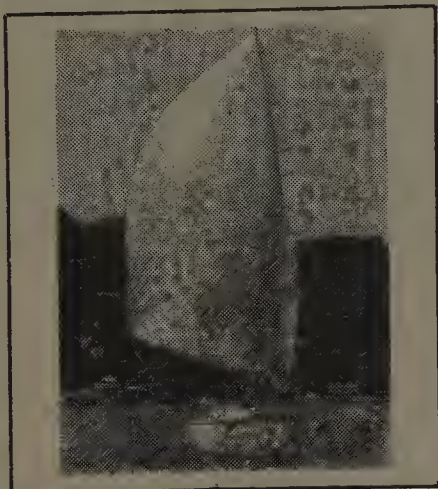
The Radial Headsail



Drifting — points as close as 40° to the wind because it has a wire luff and hanks on the jibstay. There is no need to add extra gear since it utilizes your existing jib halyard.



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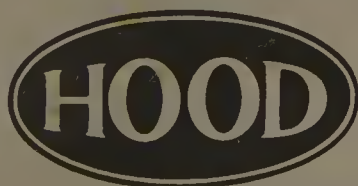
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LETTERS

□ I CAN'T BELIEVE IT!

I just finished reading Randy Thomas's 'Rehabilitation' article from the March issue. Then I sort of rolled out of bed, staggered to the head and pissed into the plastic waste basket next to the toilet.

Is it possible that I could have unknowingly sunk this far into cruiseritis on simple overnights and *Latitude 38*? Is it true that the cure for cruiseritis is always at the next port of call? Does redemption lie with fulfillment? Holy Neptune, what am I to do?

Name withheld to protect the guilty
Vallejo

P.S. — Guess I'll try the redemption and fulfillment idea someday. Letzee now I'll need to sell this friging house and buy another, bigger boat, and a girlfriend or two for crew, and lots of beer, and . . . do people with cruiseritis always diagnois and prescribe cures for themselves? Holy Neptune, I'm further gone than I thought!

□ BALLS CRIED THE QUEEN, IF I HAD 'EM I'D BE KING

In your July issue there was an article by Pip Littleford about a lady soloist. Near the end she sums up with, ". . . recently women have proven that it does not necessarily take a penis to be an adequate or excellent sailor."

I would like to know what a penis has to do with sailing. Her logic fails me. Is she assuming, a priori, that to have a penis means one can sail? I'm sure she has looked about her and has seen humonids with vaginas sailing also. Sailing as most anything in life, except usually physical strengths, has little to do with vaginas and penises. It has something to do with much more than the physical factor of one's sex, which I doubt a journalists reaching such a banal conclusion would understand. Perhaps some good reasoning, a posteriori, would help!

Tom Drewien
Stanley, Idaho

Tom — You needn't a penis or a vagina to sail, just a boat and some cojones. Some girls got 'em, some guys don't. Co, jo, ho, nes!

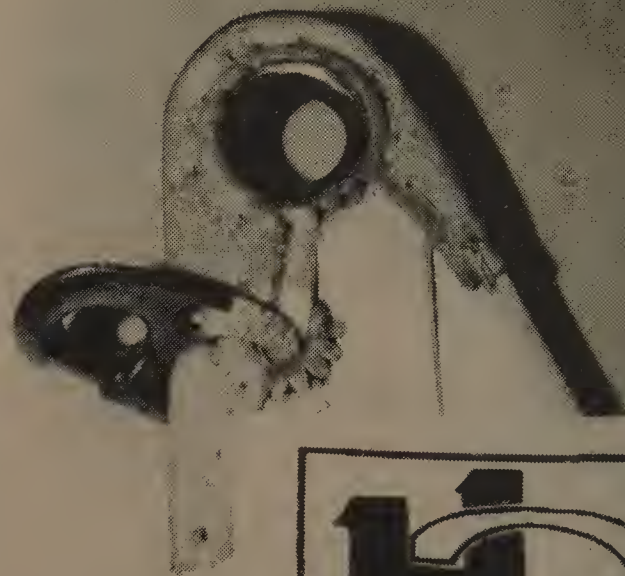
□ HANDS ACROSS THE WATER

We hope others will profit from our "experience", but we've actually had more luck than experience so far. We've now heard from the companies we mentioned (July issue): Yachting Tableware just reminded us never to pour boiling water into their insulated mugs & tumblers. Radio Shack gave us six replacement tapes and put someone on our case. And Fiskar had been bought out by another company; the new representative confirmed that the correct oil to use in the ZF transmission is SAE 30.

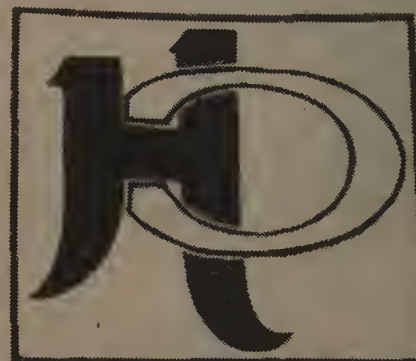
For anyone traveling to Mexico, two books we're read more recently would be worthwhile: Paul (& Anne?) Ehrlich's *Golden Door* is about population shifts in general, but they devote many pages to the recent flow of population from Mexico to the U.S. We can't remember the author of *Los Mojados* (spelling?); he posed as a wetback and took the grim consequences. The local library here in a small town in the NE Netherlands recently featured Philip Agee's *Inside the Company: The CIA* (in Dutch, of course) so Tinus now has some additional background for travelling south of our border.

Tinus & Lois Holwerda Poppema
Haren, Groingen
The Netherlands

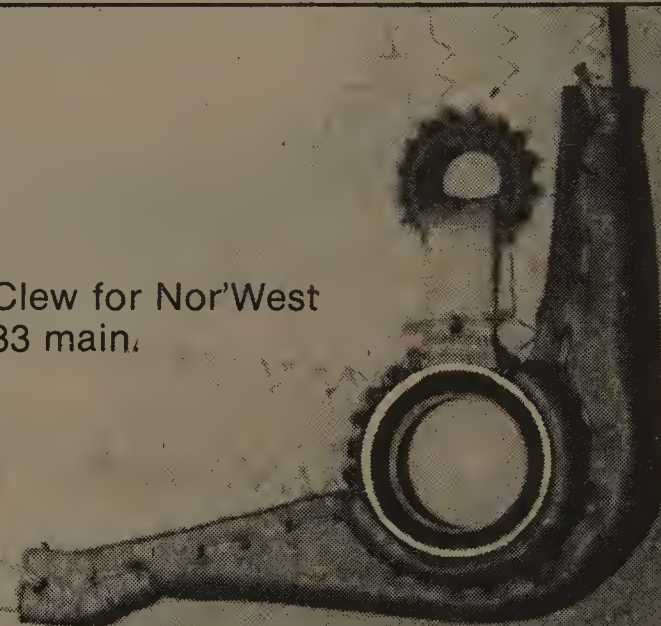
□ GOD HELPS THEM WHO HELP THEMSELVES



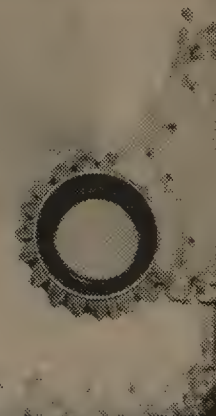
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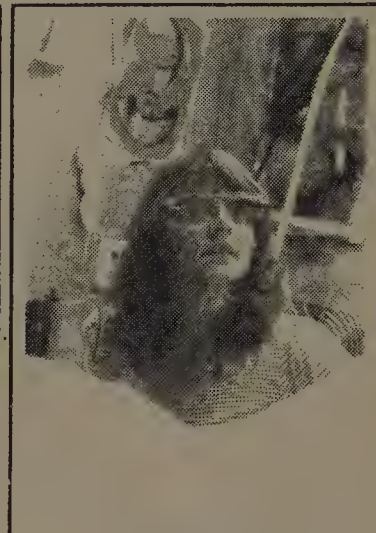
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Boat for boat, the 50's were beaten only by Bill Lee's record holder, the 67 foot Merlin, the 84 foot Christine and former record holder Ragtime. Truly in a class by themselves, the Santa Cruz 50's started parking in a row at the AlaWai nearly a full day ahead of the rest of Class A and the fleet. Over 50 skippers and crews were calling this year's Transpac on Santa Cruz 50's the best rides of their lives.

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PRESS ON

LETTERS

Following your instructions earlier this summer, (April or May? Sightings?) about what to do when hard aground, I wonder if the enclosed photograph might interest you?

By way of explanation: Returning from Mandeville Cut on Sunday July 5th, after the grand raft-up for the fireworks the previous night, the engine on our Newport 27-S, *Fast Forward*, became progressively less Atomic and more Anaemic. Finally we had no alternative to hoisting sail: nothing wrong with that in itself, but the tide was flooding, there was a goodish blow, and my wife and I had our hands full as the other two "crew members" were our 8-year old son and a similar friend. So not too much time for consulting the chart, with the inevitable result — just East of the narrow part of the channel to Pittsburg.

The speed with which help arrived was unbelievable: a small power boat with monstrous outboard materialized from nowhere, a line was secured, but despite our best efforts to move all weight (less than 400 lbs. between the four of us) to one side, all the power boat could do was to spin us through 360 degrees slowly.

Things were looking gloomy when additional help appeared in an at first unlikely looking form: the gentleman (no idle description) in the "bottoms down" attitude in the photo, rowing towards our boat in a small dinghy. At first I wondered if he would mutter some magic formula, change instantaneously into a tight-fitting caped costume, and haul us off the mud by sheer oar-power! Instead I learned that he was Phil Shull, mere mortal, but a member of the Coast Guard Aux-

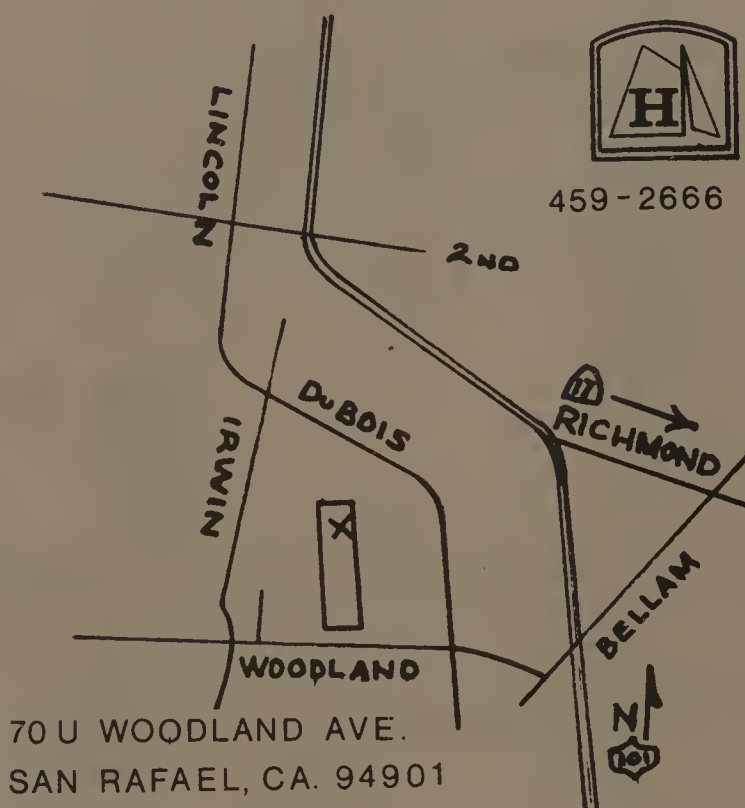


iliary, on unofficial patrol in his very trim Rafiki 37, *Bucephalus* out of Concord, which could not approach too close for obvious reasons.

So Phil's girlfriend — about as equally trim I would say — held *Bucephalus* off in deeper water, whilst Phil directed the towage efforts from his dinghy. But after these continued to produce no results, he came aboard *Fast Forward* and announced, "Now we are going to try something I have always wanted to do . . ." So, main halyard shackled to end of boom, boom swung out, and in no time that rare cousin of "Apus Foredeckus", "Apus Boomendus" was out there (trust Phil won't mind) with me playing "Apus Midboomus" (bottoms up). Incredible — boat heels over like going to weather in

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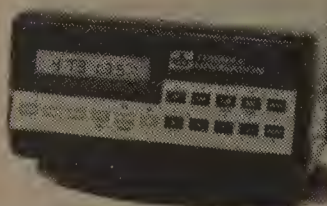
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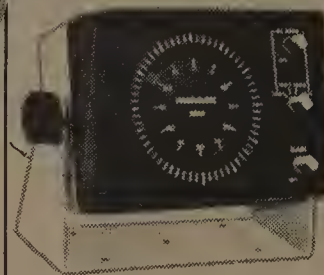
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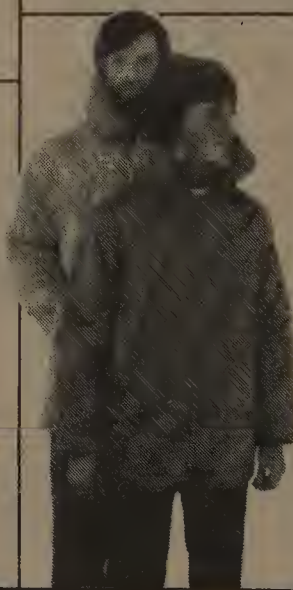
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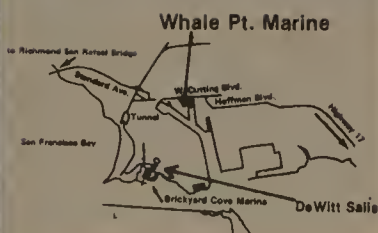


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LETTERS

30 knots and off we come, everyone cheering like crazy.

Safely restored to *Bucephalus*, Phil shouted across as we parted, "If the photo comes out, send it to *Latitude 38*" . . . so here you are! The camera was still on a manual setting for taking fireworks the previous night, but my wife didn't do a bad job; it's 'Kodacolor II' and you are welcome to the negative on request.

Lastly, if there is a powerboating family from Pittsburg who reads *Latitude 38*, I owe them a heartfelt repeat of sincere thanks which was all they would accept at the time in return for their wonderful help.

Lee Turner
Greenbrae

□A-LOW-HA

Having often been bow look-out in YRA/OYRA starts I can only agree with Mr. John Comer (Silence at the Start Line) that "belligerent profanity" does not establish rights. When all starters are hard on the wind and the likes of Mr. Comer come barging the line on a reach, responding to repeated hails of "Come up" with "I can't" or "She won't", as boats approach at T-bone collision courses, I feel justified in suggesting, in near apoplectic disbelief, that he remove himself from the race course. I recommend going to the beer-can evening circuit to bring skills up to par with the maneuvering required on a very crowded start line.

TransPac Preview provided more information than was available at Honolulu Race H-Q. The taped greeting song got tiresome after 3 boats, especially in the very early hours. Being treated as a lower form of life, when you have helped some race-horse avoid ruining themselves on the fuel dock, alters one's point of view. Also disappointed by the lack of S.F. style friendliness, expressed by invitations to look aboard and talk story, that I was used to. I felt like there was a huge frat-party next-door and I was uninvited. Not a good response to interest and aloha shown the racers by boaters here.

For an interesting article consider a vacation to cover the Pan-Am Clipper Cup, held even years here. Entries' home ports are much more diverse than in the TransPac, with a lot of really interesting boats from Australia and New Zealand. A much friendlier crowd.

Keep up the good work and don't go glossy, I really enjoy your mag.

Ed Madlener
Honolulu

□PLEASE ACCEPT MY APOLOGY

Some time ago I wrote a letter which you published that was critical of Midget Ocean Racing Association practices and leadership goals. One of my main points was not saying no, not shutting out the future, not watching the future sail over you. No names were mentioned but a lot of emotion was generated. I wish to offer a belated apology to those men I inadvertently offended; especially Curt Brooks, Edward Thompson, and Ed Grey.

The present Pope in Rome is one of the best things to have happened to the world in a long time, yet I would criticize his stand on not letting women have control of their bodies. Some think yes, some think no. The Pope has both a personal and church position and so do I, my objection to the Pope's stand on women is not an objection to the Pope.

Local offshore yacht racing is of the caravan or convoy nature. It cannot proceed faster than the slowest yacht or most conservative philosophy. West Coast yachting philosophy is a "hand down" from

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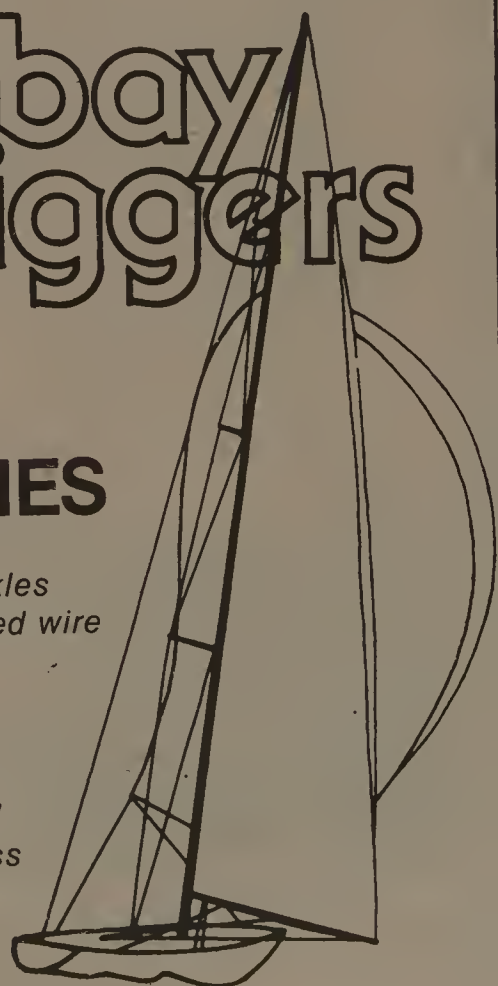
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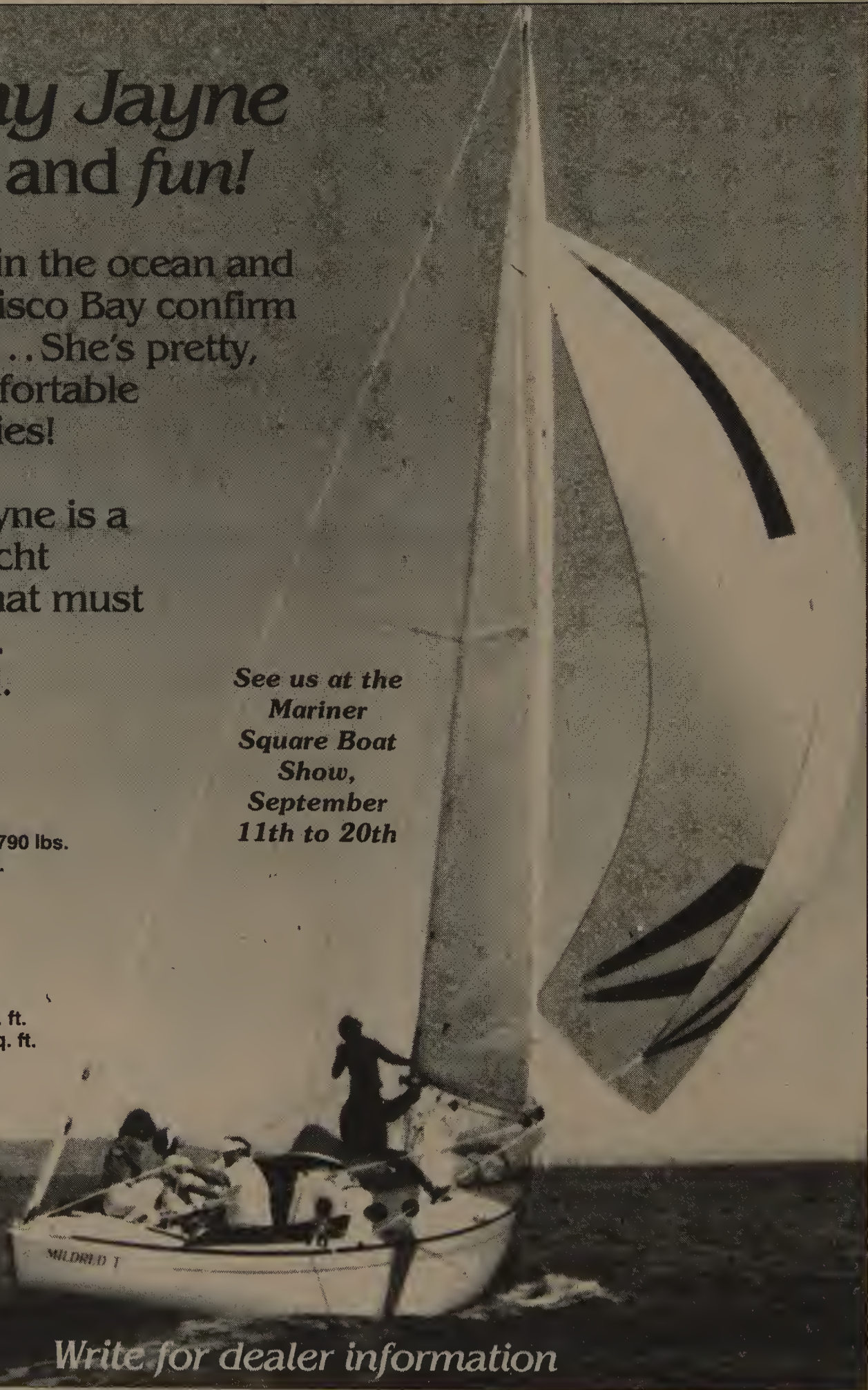
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LETTERS

the East Coast. (The NAYRU granted the west coast national recognition in 1952*). In the main yachting since WWII has been guided by the N.Y. Yacht Club, say 10-20 men, and by one architect, Olin Stephens, who for a long time gave us one rule, the IOR.

By contrast, the West coast has no single powerful club, no single powerful architect, no single powerful racing rule. By contrast also the development of the planing keelboat in the U.S. is a west coast occurrence, and a California one at that. In Santa Cruz, Bill Lee, George Olson, and the Moore brothers have been ignoring ratings and rules and have slowly be making inroads into sailing thinking: Fast, Cheap, Fun, Light, Simple, Safe.

This type of thinking and development began in Sausalito under the creator of the Trimarans, Arthur Piver. (After the success of the Hawaiian Cats) Trimarans in the ocean today have reached a peak where no known monohull can hope to compete against them. All existing racing records are being demolished by the beautiful and fast trimarans.

Now, Arthur Piver was thrown out of Sausalito Yacht Club; at the time I was a sailmaker at Sutter's in Sausalito and Piver was thrown out of there also (by one Grant Wilson who thought Piver a complete nut). Multi-hulls are difficult to deal with, but they are coming, and to stay. The interesting Freedom yachts, monohulls with sails that wrap around the mast are now on line. Dr. Allen Alder's 40' 3500# *Fast Forty* has had to convert from an advanced wrap around sail to conventional rig in order to race, though under present rules he could convert from a slow to fast keel and occur no penalty.

Big multihulls, and planing keelboats have special sailing needs, needs that existing rules do not allow for and by the rules conservative nature, perhaps never can. Engines, piping, tankage, are deemed necessary, weight is necessary, safety can be legislated; some say yes, some say no.

Fully battened sails are very nice, at least the Chinese have encouraged them for 2,000 years. Likewise wrap around sails are very efficient, as are double luffed sails. Boats have sailed to weather with kites, and rotating tubes. Thousands of boats go up the Yangtze River with wind-propellers. Rigid or horizontal wingsails also do the trick.

MORA was the start of West Coast ULDB development and as an association was outside the mainstream yachting scene. Once absorbed, it's development and growth was limited by the convoy philosophy of the general yachting scene. To one who had been away 8 years the "new" MORA stood out sharply.

The Awkward, the new, the experimental become the sleek, the establishment, the norm; if allowed to flower, if cultivated, if encouraged, if made exciting. In my criticism of MORA I would recognize that Curt Brooks has been a keeper of their flame for many years, and is a warm, splendid man besides. To Curt and others I may have offended, again, I am sorry.

Dr. Allen Alder will show a movie of his 3500# 40' monohull at 8 p.m., Thursday, September 24th at 647 Pacific Ave., Alameda (523-9011). No charge. Sailors a with "special" yachts and rigs are most welcome. Certainly MORA is welcome, and so are Trimaran sailors.

Donald Goring

* pg. 306 *Racing with Cornelius Shields* revised edition

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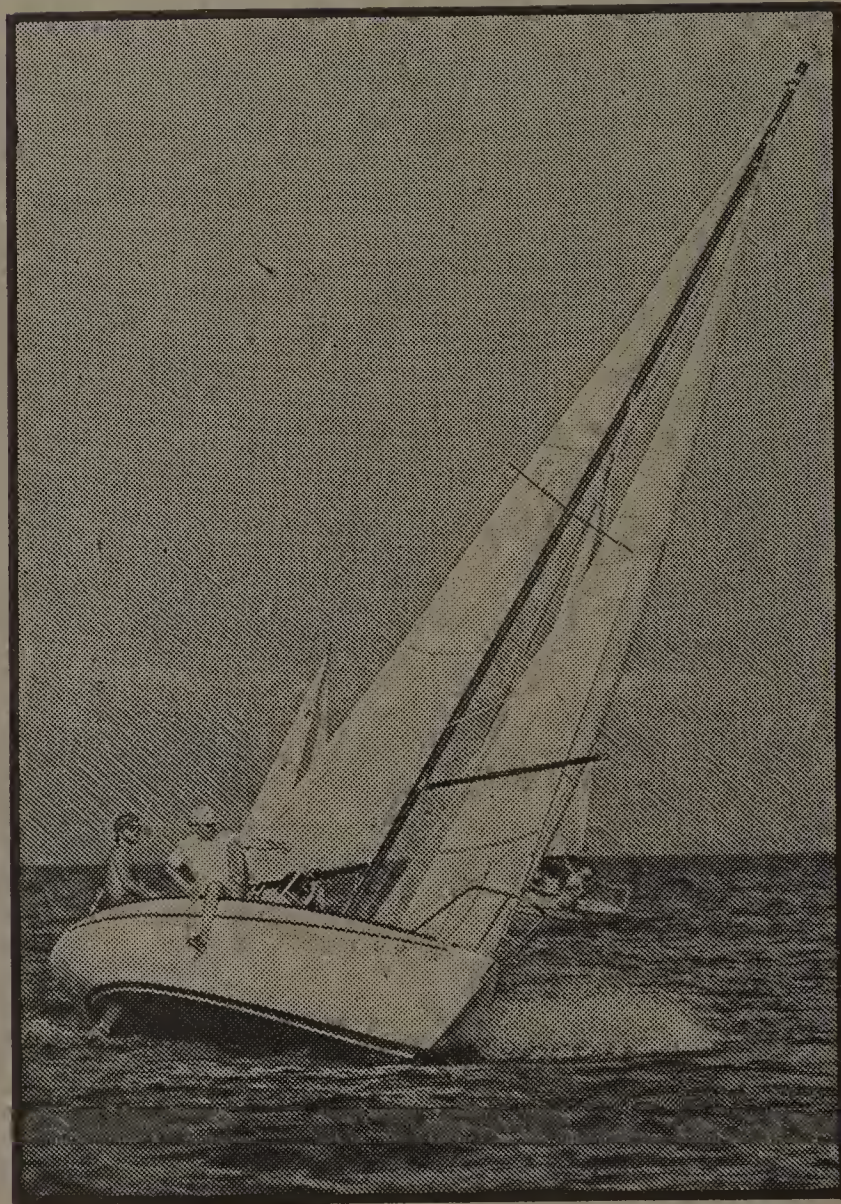
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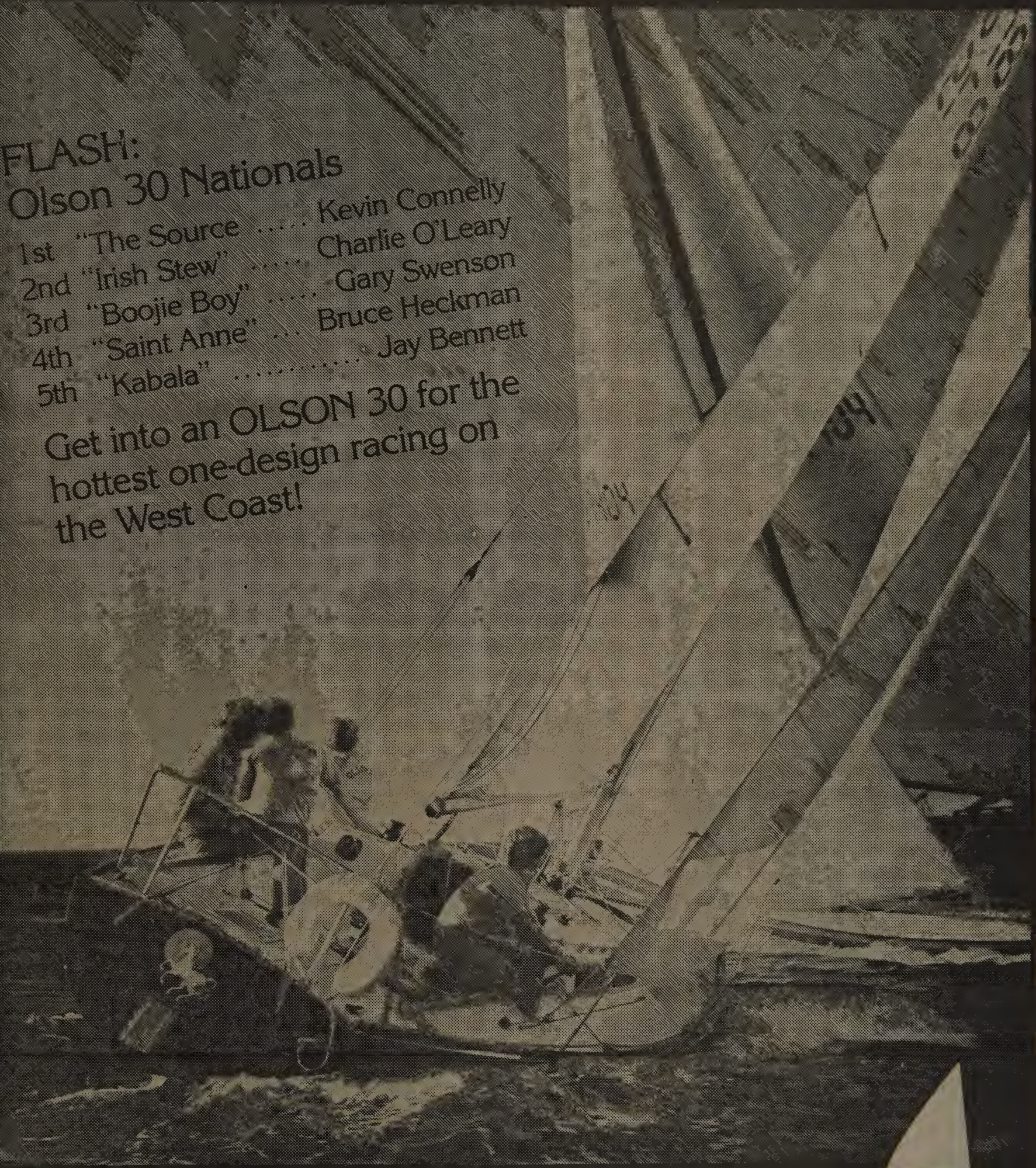
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LETTERS

In your July 1981 (not the "again" one), you have an article about "Art Christian, Bounty Decendent". It has taken me awhile to sit down with some sort of writing instrument and get this note off to you and him.

When my mother died recently we found among her things a photograph album and hand-written account of the *Bounty* descendants and souvenirs of their life on Pitcairn Island. It seems to me that this album belongs with Art Christian's collection and that it might really mean something to him — coming from his "roots".

Would you either

- 1.) Forward the enclosed letter to him — or —
- 2.) Give me an address or phone no. where I could reach him — or —
- 3.) Figure out some way I could send this album to him.

Your help would be appreciated!

Anne Hamilton,
16194 Lilac Lane, Los Gatos, 95030
(408) 356-7003

P.S. — Can't write without saying your rag is, and continues to be GREAT!

P.P.S. — I don't even know the zip code for Tiburon!

What a dummy.

Anne — We both called Art Christian and forwarded your letter; we could tell over the phone he was excited about it.

Don't feel bad about the Tiburon zip code, we don't know it either, and we live there.

□ NOT A ONE-HANDED MAGAZINE

I would like to compliment you on the magazine's layout. I find it especially convenient to read the Letters section by holding the magazine in one hand with the even numbered pages (containing only advertisements) folded back behind the magazine. The benefits are two-fold: 1) I can skip reading the advertisements until a time at which I am interested in buying something and 2) My other hand becomes free to hold a can of beer or a margarita, etc.

It's also nice not to be interrupted in the middle of an article with "continued on page 178."

Steve Elliot
San Anselmo

Steve — By folding the page over you are defeating the entire purpose of our layouts, which is to have you read both the editorial and advertising copy. Afterall, how do you know you're not interested in buying something until you're aware of what it is that you think you don't want. (Figure that one out.)

Furthermore, not looking at ads is strictly prohibited under Federal Law and violates the hallowed traditions of American Commerce. So put those drinks down and start looking at those even numbered pages!

□ WISH WE WERE THERE

Having a great time at Lat. 17°32'S. Drinking Hinanos and watching the parade of happy open-faced Tahitians as they come and go along the Quay. *Emmirius*, our Westsail 32, has been here about one month now, and she enjoyed having a front row seat for the pirogue (outrigger canoe) races in Papeete harbor during the Fete of the 14 of July.

Bastille Day here should be re-named Bastille Month because the

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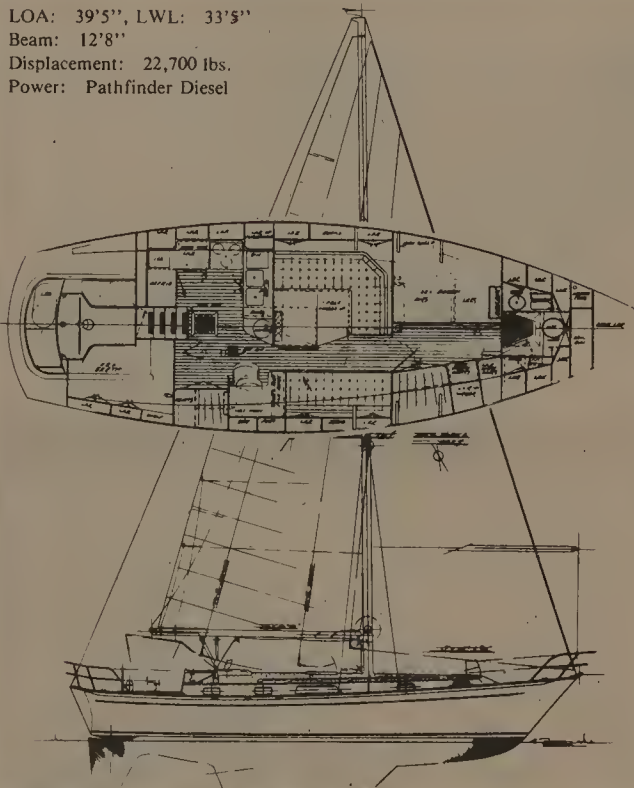


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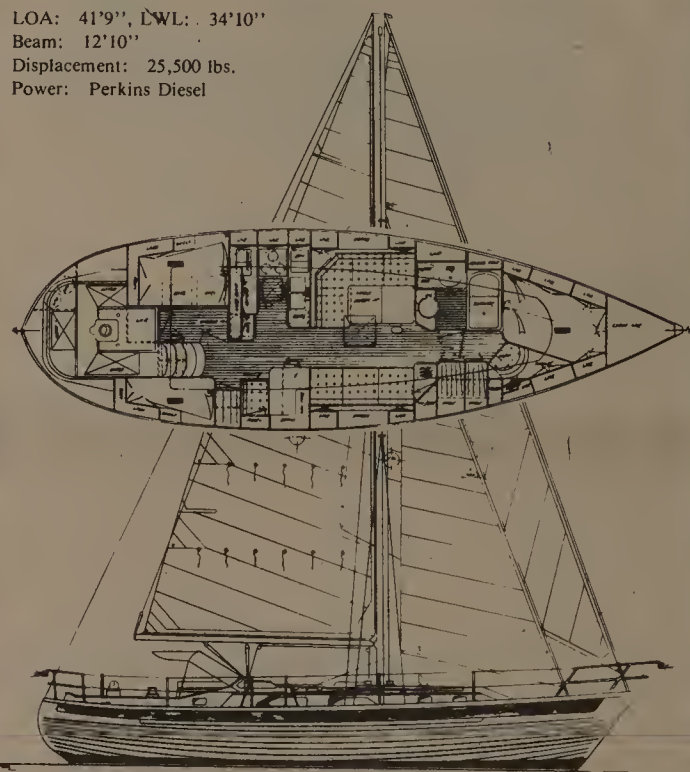


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Power: Perkins Diesel



Designer: Stan Huntingford

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LETTERS

partying doesn't stop, especially among the Yachties here who need very little excuse to dribble a little touch of Rum in your glass. Lots of boats here. I would estimate 70-80 during the Fête, now only about 1/2 are left. The ones heading to New Zealand are all anxious to feel the salt spray and slip quietly along before the weather turns. We are



anxious to continue on to Moorea, and the rest of the Society Islands before pointing our bow north to Hawaii. Wanted to say hello to you though — I dragged all my old copies of *Latitude 38* aboard before we left S.F. (the Captain shrieked) and have re-read them 3 times — so you're part of the crew — Happy Sailing.

Claudia Halbert & Marius Ievolella
Emmirius
Tahiti, French Polynesia

☐ ONE SHOULDN'T GET YOU TWO

When the pros and the amateurs meet, referring to the long letter by Horace W. Newman regarding his encounter. "Suddenly this tug and tow turned to the east and gave me one whistle to which I replied with two short whistles."

Note that a vessel must never answer a one-blast signal with two blasts, or a two-blast signal with one blast. This is known as "cross-signals" and is strictly prohibited [Pilot Rules, Section 80.2].

Cover to Cover
John Walsh
Aurora

☐ NAVIGATIONAL RIGHTS AND WRONGS

The following is in response to the letter in your August issue written by Mr. Horace Newman:

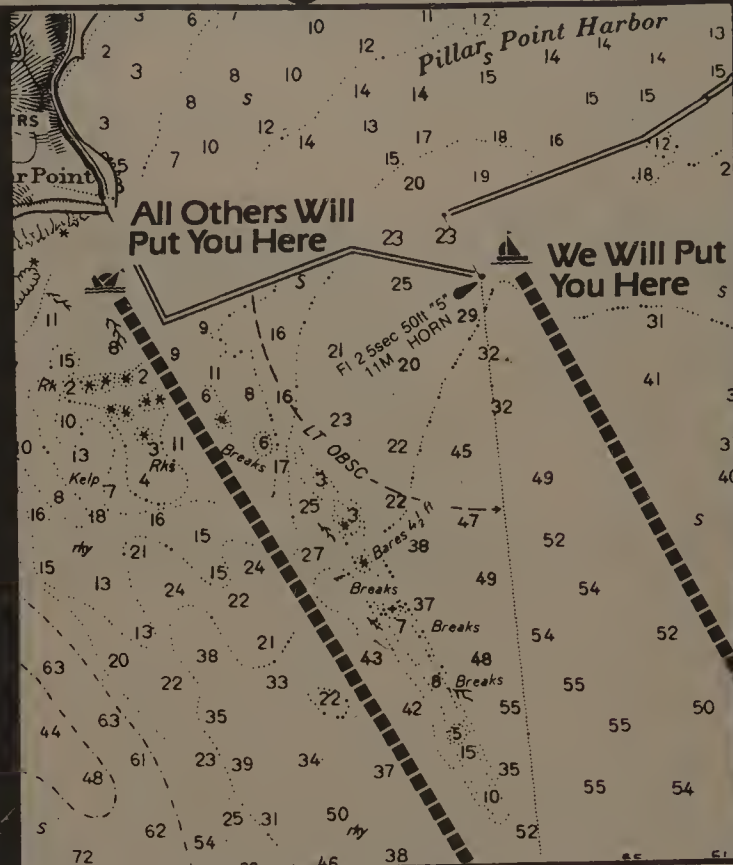
Dear Sir;

I would like to call your attention to Page 123 U.S. Coast Guard publication #CG-169, *Navigational Rules*, Section 80.2, "Cross Signals".

"Steam vessels are forbidden to use what has become technically known among pilots as 'cross signals', that is, answering one whistle with two, and answering two whistles with one."

Now, before you fire off another letter pointing out that you are not a steam vessel, I suggest that you check with the Coast Guard at

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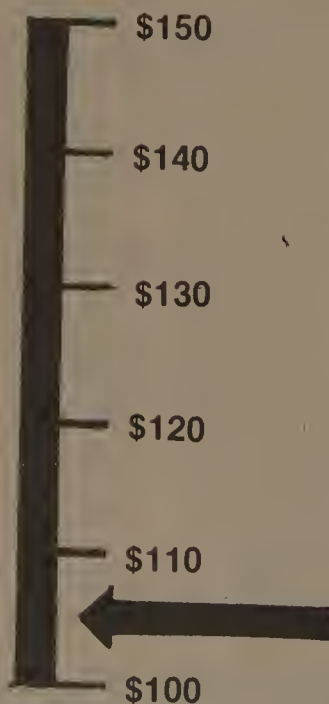
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LETTERS

One Embarcadéro, Suite 309, phone number 566-2560.

Your letter more than got my attention for a number of reasons. I make my living on the bay as a tugboat deckhand and passenger boat operator for Crowley Maritime. I use the bay for recreation as well. I, like you, enjoy sailing and have my own sailboat. I do some racing and cruising, and have made a number of ocean passages under sail.

The number of sailboats on the bay has increased along with the number of tug and barge movements. Situations such as you describe are bound to increase. All who use the bay should read, study and understand CG-169. Close attention should be paid to Navigation Rules 8, 9, and 10, and Article 20, page 118 for those of us who sail.

Though I am not an official spokesman for Crowley Maritime or for my co-workers, I can assure you that no tug master wants in any way to get tangled up with a sailboat. These are skilled, competent and rigorously licensed people who deal constantly with difficult navigational situations. They have no desire to endanger either other mariners or their own livelihoods. No one is out to get you.

I urge *Latitude 38* to write one or more articles in this fine publication on the subjects of commercial traffic, rules of the road, and safe navigation on the bay and inland waters. Each time a near miss occurs on the bay not only are the people on the small boat in danger, but the crew of the larger vessel as well.

In closing, I quote again from CG-169, page 120, Article 29:

"Nothing in these rules shall exonerate any vessel, or the owner or master or crew thereof, from the consequences of any neglect . . . of any precaution which may be required by the ordinary practice of seamen, or by the special circumstances of the case."

Hold your fire, Horace.

Ron Urmini
Sausalito

□ IT'S 3 TO 0 AGAINST HORACE

Quote 'em Right — In Response to "Lust Turns to Anger, Kisses to Punches"

I consider myself a loyal sailor quick to take sides with a fellow sailor at times of confrontation. I've sailed for 20 years on various boats from the smallest, the 8' "El Toro", to the largest in this country, the 295' sailing barque *Eagle*. I've also sailed on large stinkpots up to and included a 950' supertanker. Through this experience I've developed a good grasp of the Rules of the Road, and their application towards sailboats. I see, when considering the unwieldy response of the *Eagle*, why the Rules have in the past given sailboats the Right of Way, but don't understand this provisioning when considering the maneuverability of most sailboats, i.e. a 44' yawl which I've sailed extensively. I say this in past tense as the Rules are changing this December and sailboats will be required to give way to vessels restricted in their ability to maneuver.

Recently I had the opportunity to view the Rules from a different perspective while aboard tugs for a week. I rode on a pusher tug as it moved a 300' molasses barge from San Francisco to Stockton and on other tugs maneuvering barges in and about the bay — talk about a bear to handle; a light barge sails about to the whims of the wind, a laden one turns like a tank and when underway at 7 knots takes about one mile to come dead in the water. Strangely enough, the tug operators' biggest complaint is sailboats — "Sailors should be licensed, they don't know what they're doing" — "How come we have to

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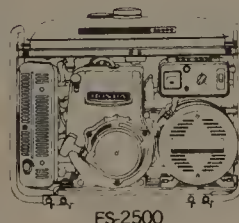


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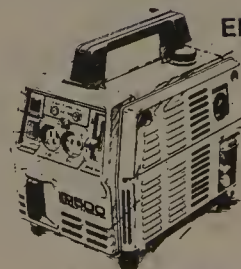
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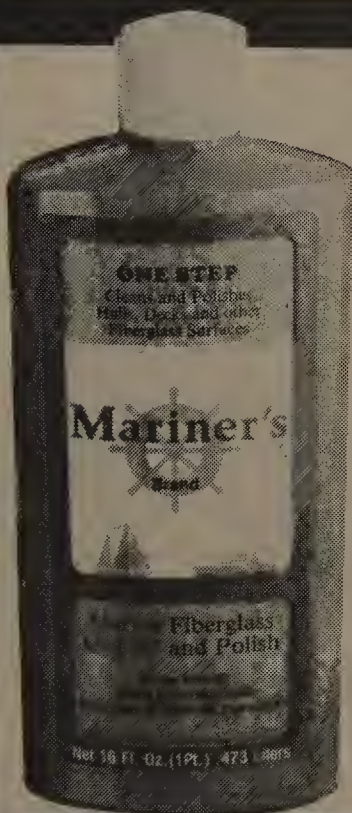
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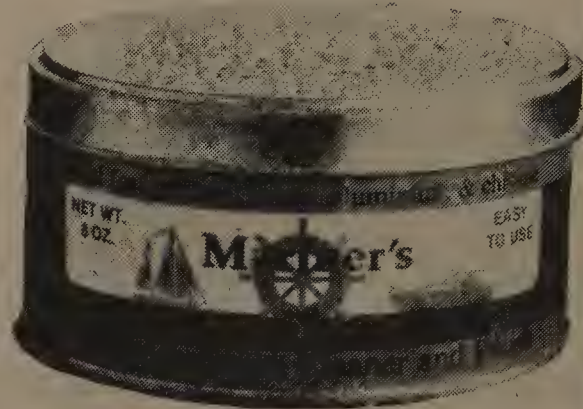
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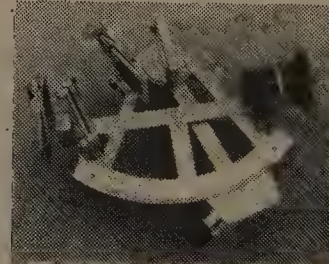
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LETTERS

take a barrage of tests administered by the Coast Guard before we can operate a boat and even then if we make a mistake the Coast Guard brings us before a judge and takes our license, our livelihood, but the sailors, they go scott free!"

They ping on me hard because I'm a Coast Guard officer from the Marine Safety Office in San Francisco. I quickly took sides with sailors arguing . . . "Anyone can drive a powerboat but a sailor has to have his act together to venture out on the water". As I rode on the tugs I began to eat my words as sailboats headed dead on getting out of the way at the last moment if at all, crossing the bow at close quarters and showing a definite lack of comprehension of the Rules or for what whistle signals mean. The most flagrant violation being of Article 20, which states — "This Rule does not give a sailing vessel the right to hamper, in a narrow channel, the safe passage of a steam vessel which can navigate only inside the channel".

Now to Mr. Newman's situation — Here's how I see it! His sailboat and the tug and barge were heading for the same destination — in a restricted channel, Richmond Inner Harbor approach. The tug and barge were overtaking the sailboat and therefore burdened. The tugs sounded the one blast was appropriate, indicating his intention to alter course to starboard so as to pass on the sailboats starboard side (Rule 80.6). Obviously the operator of the tug *Feather River* gave the sailboat the benefit of the doubt and assumed Mr. Newman would understand his whistle signal. The only proper response by the sailboat would be one blast indicating the maneuver was appropriate or four or more rapid blasts (danger signal) indicating he considered it unsafe. Instead the sailboat answered the one blast with two — Rule 80.2 specifically prohibits "cross signals" i.e. answering one blast with two and two with one — So, the tug operator probably threw up his hands in disgust as once again, in his mind, sailors failed to exhibit the same working knowledge of the Rules as he had. Did the sailboat's two blast signal mean "I'm altering my course to port to aid in your passing to my starboard" or did it mean "pass me on my port", only Mr. Newman knows for sure!

I recommend Mr. Newman develop a better understanding of the Rules of the Road. It may be more effective than his proposed gun!

Footnote: I do share a professional interest in this subject along with my personal concern as I'm presently serving as a marine investigator at the San Francisco Marine Safety Office located in One Embarcadero Center. My bosses' advocate a holistic approach to marine safety and encourage education and voluntary compliance in lieu of heavy handed enforcement. If you have a need for a Coast Guard Officer to address a group on some facet of marine safety or the Rules, give me a buzz at 556-4511. I think you'll be pleasantly surprised at our willingness to give you a hand.

Ed Page, LT, USCG
Concord

❑ OVERSIGHTINGS

I always look forward to your publication, as it is a refreshing relief from the slick rags. However, you do sometimes fail to check out your facts. Such was the case in your August issue brief on the Delta King — "Tired Royalty".

The Delta King never plied the Mississippi! Both the King and the Delta Queen were built in Europe and cargoed to the U.S. West Coast in sections where construction was completed. The boats were specifically built for the lucrative San Francisco-Sacramento passenger trade. The "Delta" in the names refers to our own California Delta, not the Mississippi Delta.

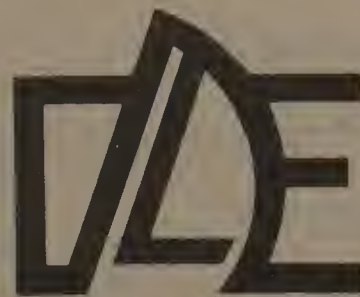
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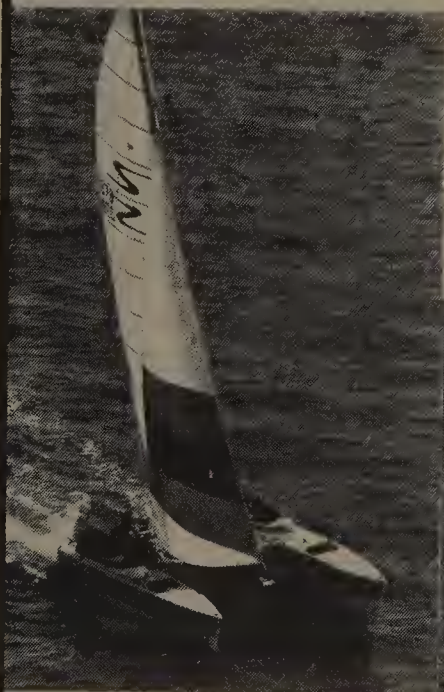
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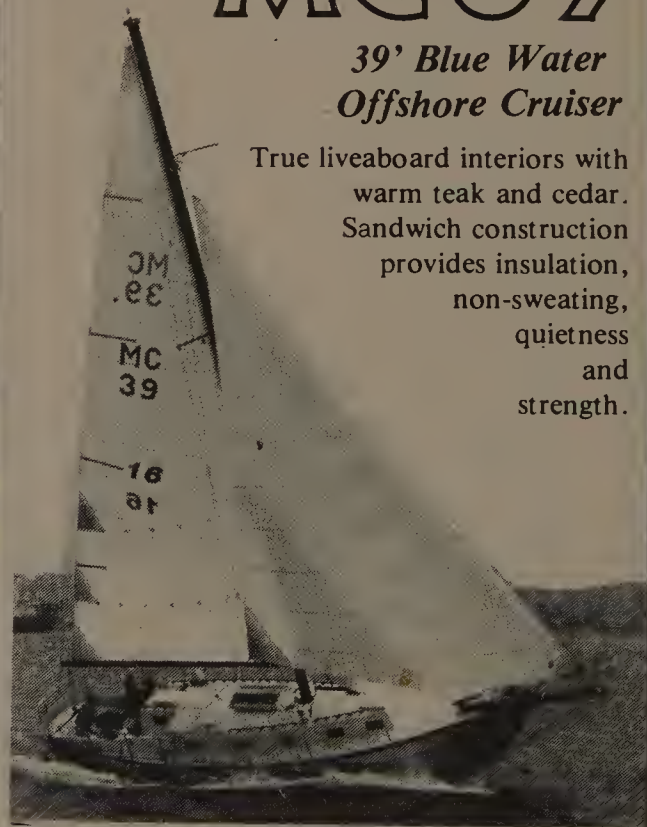
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OTHER FINE SAILBOATS AND YACHTS — LISTINGS NEEDED

LETTERS

The Queen was purchased and "taken East" following the demise of riverboat traffic. The King remained West and was pressed into service in the Northwest during WWII. It returned to the Delta amid hopes of establishing it as a floating museum at Sacramento.

When these hopes died, it was *then* berthed at Rio Vista, before being towed to Richmond.

Bill Brummett
Danville

Bill — Our screwup. We had the right facts in front of our face, they just never made it all the way up river to our brains. Our apologies.

□ LORAN FEEDBACK

As a very recent convert to LORAN, I would like to offer the following observations. In May I took Jack Sweeney's 43' custom sloop from Newport, R.I. to Plymouth England. We had installed a TI 9900 (with the Lat Lon readout) and were checking it out on the trip over. We did some sextant work for a while, mainly because two of the crew wanted to know how to work out sights, but very soon it became obvious that the TI unit was right on every time. We started out using the East coast chain, then shifted to the North Atlantic chain, and used the North Sea chain on and off during the last few days of the crossing. The Loran started giving us some trouble around the Scilly Islands about 100nm from Plymouth, but by then we were on visual.

While in Plymouth I compared notes with Jim Stanek who had brought over *Tuesday's Child*. He had another Lat Lon Loran unit and had experienced the same signal failure around the Scillies. This was much better coverage than either of us had expected.

We were in Plymouth for the Observer/Europe 1 double-handed TransAtlantic Race, and on June 6th Hack and I took *Misanthrope* across the starting line with about 100 other yachts ranging from 25' to 75'. We had good luck and good visibility getting around the southern tip of England and at Dawn on the 7th we passed north of the Scillies and tried the Loran. At first we had to "force" the unit to accept the signals (by using a manual over-ride) but after the second day the unit would lock up and give us positions almost any time. It did seem that the unit worked better during the day during these early days of the race. We used mainly the North Atlantic chain and played with the TD's unit we found the best pair. The sextant never came out of its box for the entire return trip to Newport.

Also on board was one of the ARGOS satellite transponders. It's a kind of a reverse SatNav that tells the folks at Race Headquarters where you are, but won't tell you. But during the race there was a Han radio Network set up that gave the prior days position to the TI unit. It stayed very close and I suspect that the small differences were due to a difference in the time the ARGOS unit reported us, and the times that we had logged positions. The unit was perfect and our first real check came when we started looking for a buoy off Nantucket Island, and there it was. When we got next to the buoy and then checked the position; the longitude was .3nm off and the latitude was perfect. The only difficult part of the Navigation was when we were up off Newfoundland and Nova Scotia. There is a Loran chain in Canada which is on the charts but the TI 9900 had not been programmed to give Lat Lon with this chain so we had to use the TD's and plot our positions that way.

A fun part was that we had programmed the TI with a few waypoints to mark our progress along the way. The most used waypoint



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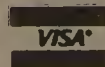
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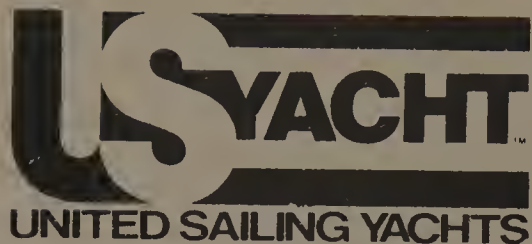
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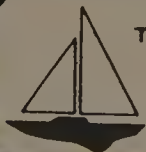
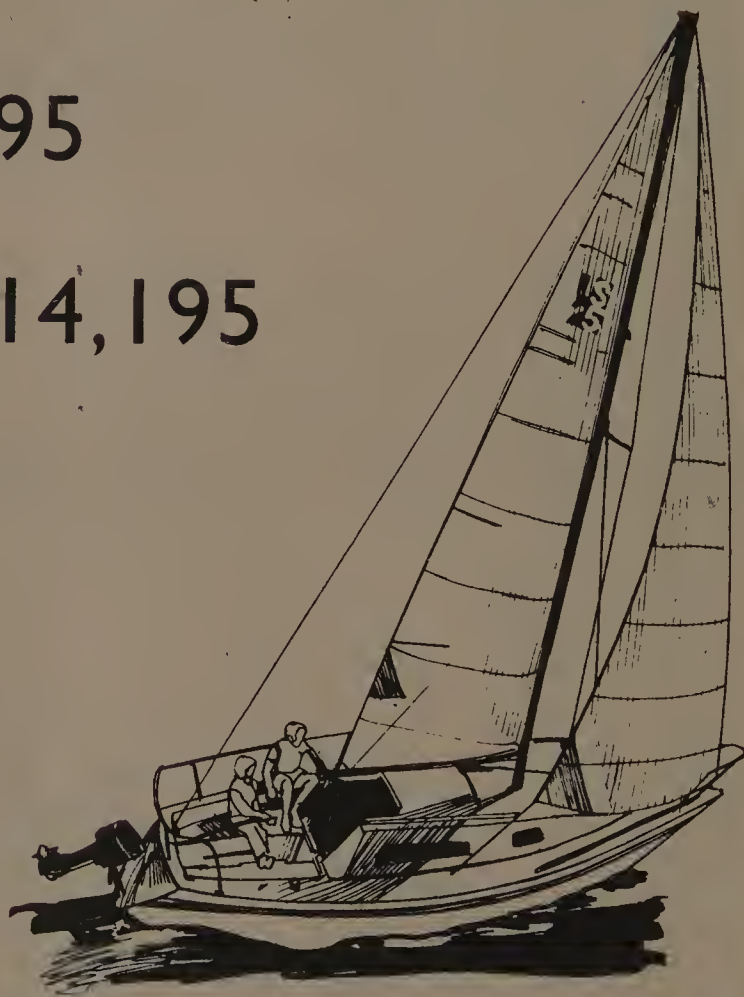


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LETTERS

was the finish line at Brenton Reef tower. In using the unit this way it takes your present position and tells you how many miles and what course to the destination (Waypoint).

I just hope that I won't forget how to navigate, because just as sure as there is water in the ocean, these modern marvels are going to have problems.

David W. White
Jamestown, R.I.

David sailed his Westsail 32 in one of the earlier S.F. to Japan singlehanded races and did the Singlehanded TransPac to Kauai in 1978 with a Crealock 37.

□ MORE LORAN FEEDBACK

Just read your SatNav article. Good job. I'd like to add some commentary on SatNav and other marine electronics.

We had a Decca 801 on *Tribute II* in the Puerto Vallarta race this year. It was wonderful. The owner was concerned about the power drain (about 1.5 amps) and wouldn't let me leave it on all the time, so I'd initialize it when I went on watch, and pretty soon we'd have a fix. Unlike some navigators, I still pulled the sextant out of the box periodically — it's good to keep in practice, and check up on your other instruments/electronics. I used the SatNav almost constantly on the delivery; when I had a chance to check the accuracy (sextant, bearings, whatever) it couldn't have been more than two miles off, and the discrepancies were probably in my unsteady hand. We did not have the speedo/compass/SatNav interface, but I wish we did.

I brought the Santa Cruz 50 *Octavia* back from Hawaii, as you know. We did not have a SatNav, but had a Trimble Loran and an Alden Marinefax IV weatherfax. The Trimble was good, but the positions in the vicinity of the Islands could be off by 10-20 miles. It didn't give consistently accurate readings until about 500-miles off the California coast. In the meantime, it would give good positions occasionally (depending on time of day, and Loran chain used), usually the first position given. When it started updating itself, it would often go haywire. I even got one position putting us in Siberia (seriously!).

As a conclusion, I'd say have both Loran and SatNav if you can afford them. For the cautious navigator, more information is more better.

The Weatherfax was pretty nifty. We got good maps all the way across, even though the broadcasts didn't quite follow the published schedules. It's really nice to be able to see what's happening, and try to out-guess the weather service. Only thing is, I can't think of anything I would have done differently without all those weather maps. Again, it's a case of having the most information available to you if you have to make a decision.

To me, it's a bit disturbing to find navigators ignoring their sextants when the electronics are working. If you're not keeping an accurate DR, and checking yourself with all available means, how are you gonna know when the electronics are lying to you? It can, and will happen.

Fred Sampson
Soquel

P.S. — I had two ladies on the *Octavia* delivery — I highly recommend taking women sailing . . .

Fred — It would be more to the point if you indicated which you'd prefer on the delivery: ladies or a Loran.



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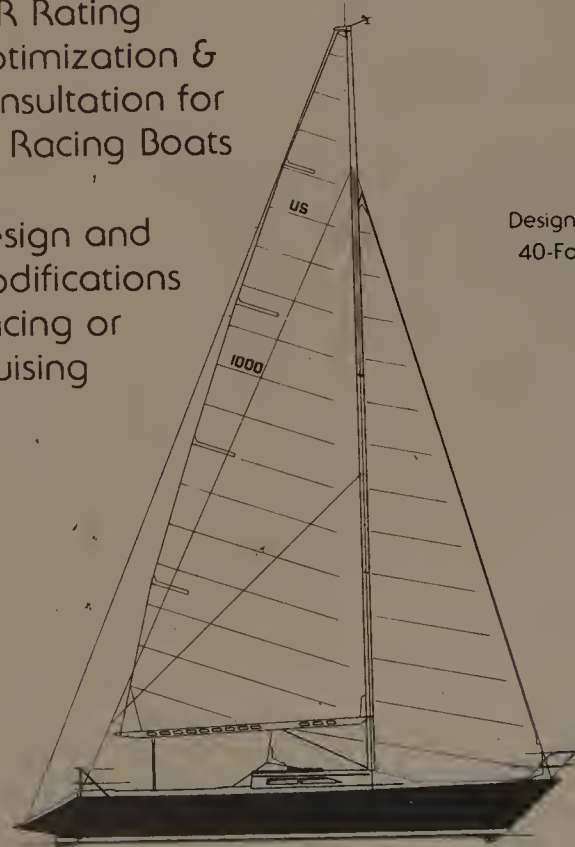
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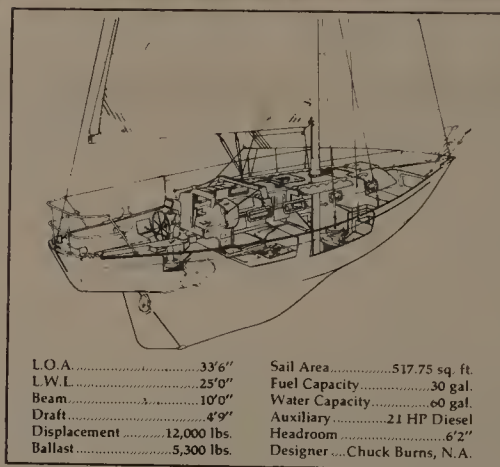
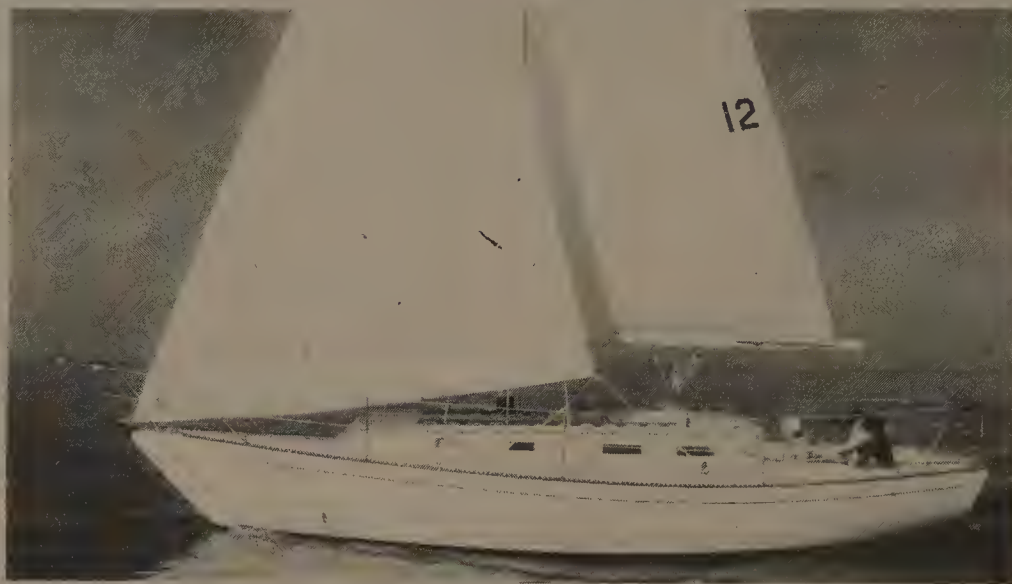
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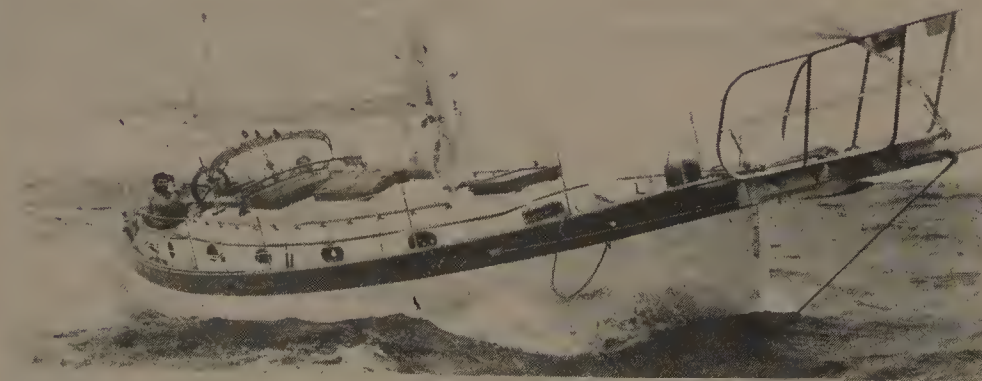
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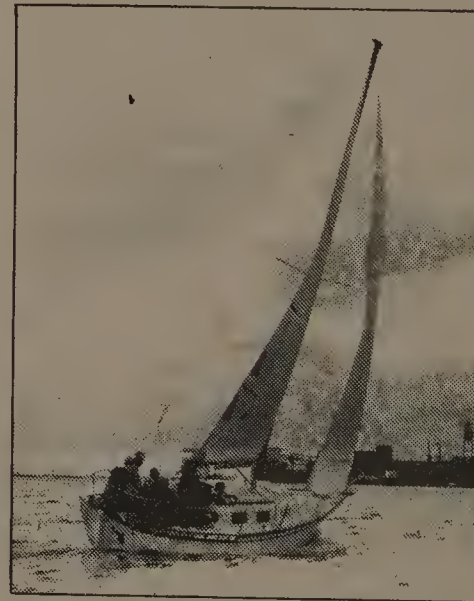


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LETTERS

SCOUTS HONOR

We want to thank the Seattle Sea Scouts of the vessel *Odyssey* for helping a vessel in distress on the rocks!

Our 23' sailboat was anchored in Echo Bay — Sucia Island, Washington — on July 28th, 1981, when I asked for help, since the anchors apparently had slipped and got us in this pickle. A crew of 2 scout masters and about four or five scouts came with their ships' outboard dinghy and helped us.

"What are these lines?"
"Part of the bow anchor line." Three or four people and myself giving suggestions (orders?) at the same time.

"Tow the main halyard off the top of the mast, way out with the motor dinghy to heel the boat and at the same time pull on the anchor lines."

"Let's put it on the winch handle and crank it in Sir, do you have the winch handle?"

"Uh — no!"

"Eh??"

"Please start your own outboard now!"

"I can't, it won't start!"

"Eh?? For Pete's sake!"

"Pull in the bow anchor line." What a mess — the line all twisted with the lead weight and in the meantime the current was parallel to the shore and surprisingly strong, and the wind both drove us sideways onto the rock outcropping. After all the confusion, we got off — then re-anchored.

You can't believe the relief — after hearing and feeling your plastic covered hull hit the reef repeatedly and you are safe!

What do I give these young people for my gratitude? — Beer? — Money? — to Sea Scouts? No — mention their kind help in a national publication. Voila!

Why did a thing like this happen to me? After so many years of sailing! Reading and hearing about accidents I always say to myself — they shouldn't have done this and that was stupid, etc.! Yeah! But I found out it can happen to you!

We were on a three-week trip in the Northwest Islands and on our way to the S.F. bay area. We had towed our ship to Anacortes, Washington, and launched her there. Mind you — this was our fourth boat trip up there. Why no winch handle? did you ever forget something? It was by accident left in the garage! We never leave anything on board in the marine, because of the ripp-offs! That includes winch handles! Anchors — lines — et all. Six years ago we got cleaned out completely — one week before we were to leave for this area!

The 7 1/2 h.p. outboard motor was running fine until towards the end of the trip. We really had trouble starting it. And once you threw it in gear, it would conk out! I tried everything — to no avail.

Why did the anchor drag? When we anchored the night before, someone told me this was a mud bottom — easy. You better feel it before you believe it! Anchoring can be a real problem! For security I often throw out two anchors — only to find a tangled mess the next morning after you have swung around a couple of times!

The lead weight which hangs from a separate line — slides down the anchor line and is very effective. A few days before I couldn't get my anchor out of the rocks in any direction! I got it loose with full scope and on the motor. When it came up the Danforth's flukes were no longer parallel, but pointed away from each other at 60°!

Well — there you have it. Don't take anybody's word for sure and be super conservative!

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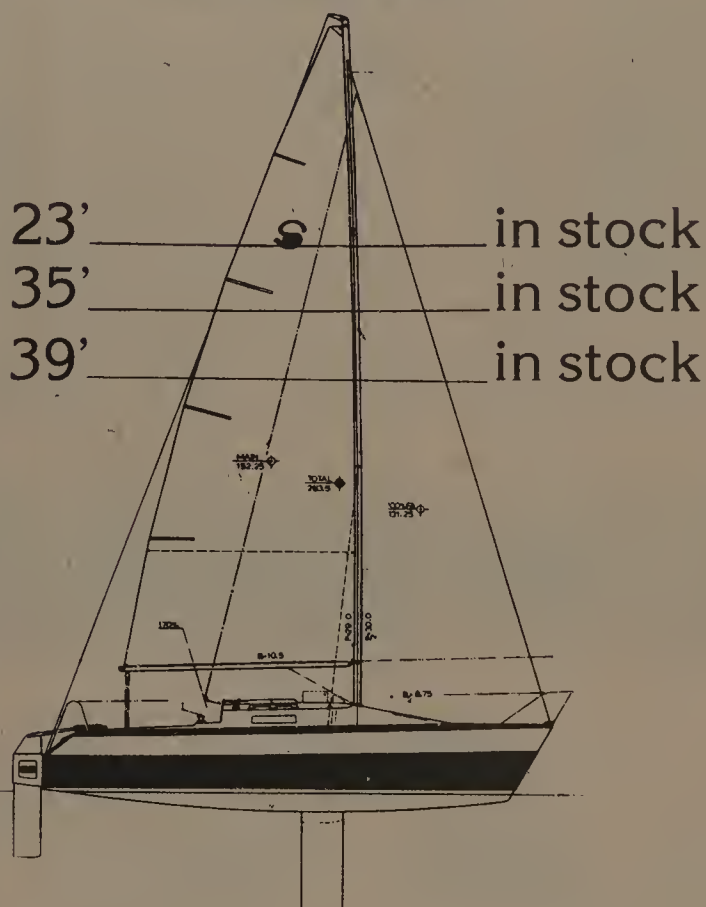
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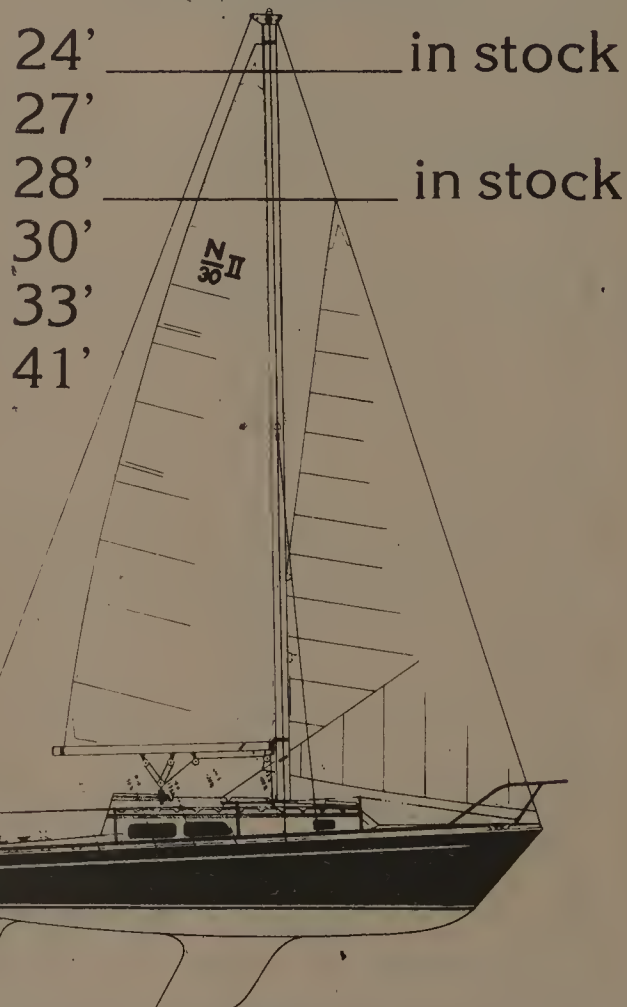


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LETTERS

A talisman anybody?
Good luck!

Fridtjof Ankersmit
Berkeley

□ MS GUIDED

We wish to take issue with Christine Brehm's comments regarding her experiences on the *Varuna* in your August 1981 issue, *Ms Adventures*.

Varuna's skipper, Larry, is a highly regarded friend of ours. He is a meticulous and knowledgeable seaman as well as a gentleman.

It is little wonder that there was a personality conflict. Apparently, Ms. Brehm doesn't have the slightest idea concerning the duties of a paid hand on a yacht, nor the very distinct separation between the owner's guests and crew. It is unfortunate that Ms. Brehm's lack of knowledge about professional boat work caused hard feelings and misunderstandings. It is ignorant attitudes like hers that give women who are seriously interested in a career at sea a much harder time.

Lu Dale
Dudley Kendall

Lu & Dudley — We don't what kind of agreement Christine and the skipper worked out regarding her duties on Varuna, however, the apparent irony of Christine's concept of her status as a paid hand: "nor would I be consigned to eat on deck with the 'help'," was not lost on us.

Unless otherwise specified we'd assume that hired hands expect that beds, heads, and even less dignified work are part of the deal — their social and intellectual levels notwithstanding. We hope this situation illustrates the importance of boat owners and employees being absolutely explicit about each other's expectations.

□ NO BETTER THAN THEY

A year ago (August 1980) I mailed my \$12.00 check to *Yachting Magazine* for a special 8-month subscription. My check cleared in September for deposit to the credit of Ziff-Davis Publishing (owners of *Yachting*).

Eight months later (April 1981) I had received no copies of *Yachting*. I then wrote to the magazine by certified mail informing it of the non-receipt, of the fact that my check had cleared, that I no longer wished the subscription and that I wanted a refund. The reply was a postcard indicating that my request was being investigated and a refund would be forthcoming.

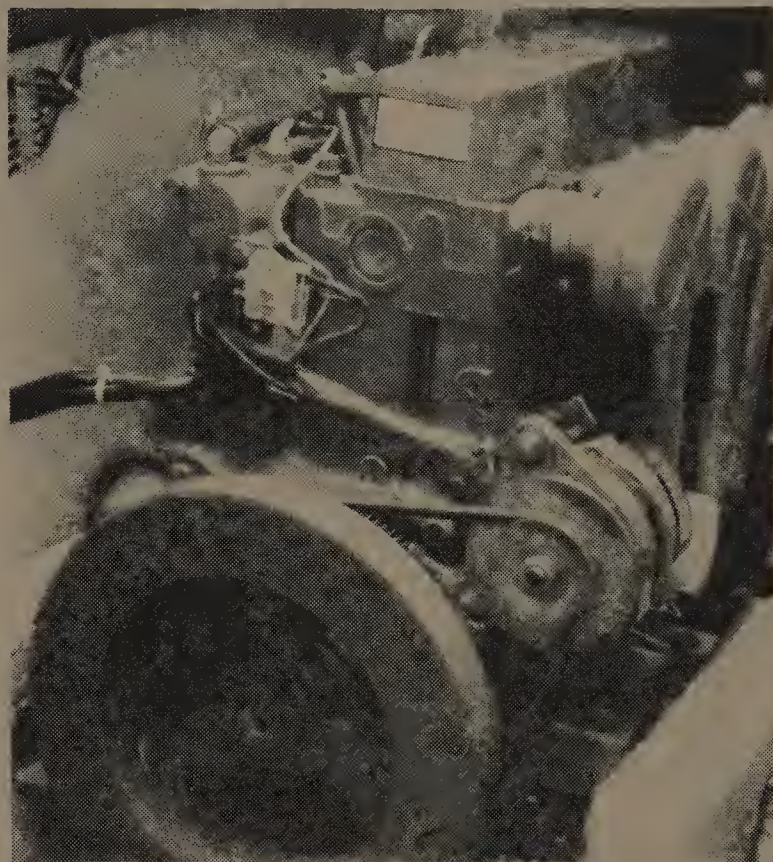
Between April 1981 and the present I have twice repeated my request for a refund.

Today the mail brought a letter (dated 31 July, signed by Phil Young) referring to my "recent" request for a refund, apologizing for the difficulties I had experienced and adding to them by stating that my refund would be processed when a copy of both sides of my cancelled check had been received. There was no offer of reimbursement for time, expenses or lost interest.

I have done as requested. I have also sent a copy of this letter to Mr. Young, which, I think, says all that needs to be said about the inefficiency, arrogance and delaying tactics of the Ziff-Davis organization. I do need to add that the experience with Ziff-Davis renews the hope, shared by myself and others, that *Latitude 38* continues to prosper.

Burwell Taylor
Yacht Vingilot

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LETTERS

Burwell — For some reason folks keep trying to make Latitude 38 out to be the good guys in the sailing mag business — but it's just not true. We're pretty damn confident that everyone in the business does the best job they possibly can. And geez, we're not so perfect; like everyone else we make our share of mistakes (and more than our share of typo mistakes).

Because of their size big companies often times have more trouble correcting their screwups. (Just as we have more trouble correcting boners with four employees instead of none.) Like gravity, it seems to be one of life's bitter realities we'll all just have to live with.

□ DESPARATE

I'm trying desperately to get to New Zealand and Australia this fall and need your help. A friend gave me your March issue. It looks like I've missed out on the Crew List for 1981. Is there any way else I can publicize my availability to work as a crew member? Please send me information on taking out an ad. I'd like to leave somewhere in October, 1981. Do you have any other names of boatowners needing crews that weren't published in your list? I've tried to find work on freighters or cruise ships serving the South Seas, to work my way down, but I haven't had any luck. Time is getting short, and I need any help you can offer in contacting someone sailing for that area of the world.

I'm 24-years old, a college graduate in biology, and work as an Emergency Medical Technician. This means I could provide medical help on a boat without a doctor. I am bright, sharp, and quick to learn. Although I haven't had a great deal of sailing experience, with a little time I could develop into a valuable crew member.

Cynthia Reed
Dugway, Utah

Cynthia — With all due respect, if you have to get to New Zealand or Australia by this fall your only realistic choice is Quantas or Pan Am. The ocean is no highway, and that's a long, long, long way to sail.

There are some businesses that have claimed to serve as contacts for crews and boats needing crew, but over the years we've heard more bad reports than good about such enterprises.

Some cheap advice: Any 24-year old female who wants to sail the ocean and hangs around busy marinas is bound to get offers. But if you want a good offer on a good boat, you'd better rack up some more sailing experience. Boatowners have heard a million tales of novices dying to get a berth on a boat, and then dying to get back to land just a day or two out of port. It's not all cocktails and sunsets, you know.

If you still want to sail to Australia we'd suggest you get your buns on the coast right now and start catching all the local rides you can. If you're dedicated you'll get plenty of rides and could no doubt catch a berth to Cabo San Lucas by January or February. From there — assuming you still like sailing — there'll be a number of boats headed across the Pacific looking for good, experienced crew. Which might as well be you. Good luck.

END

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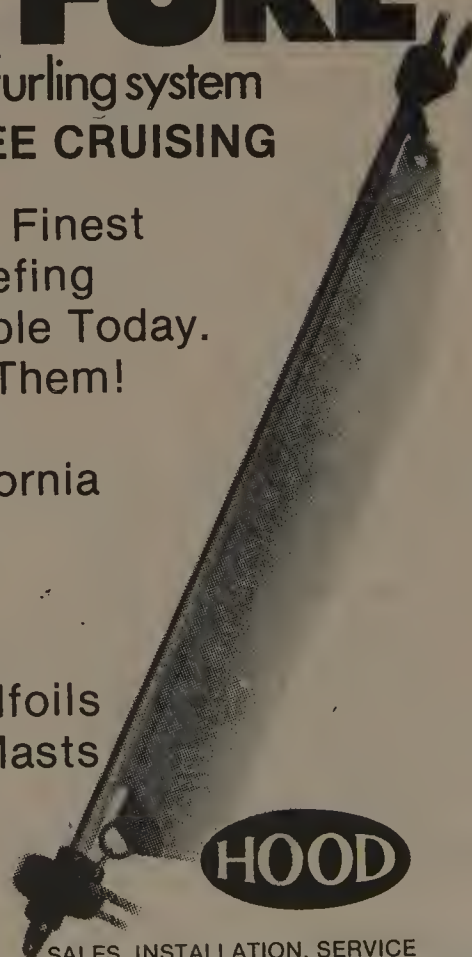
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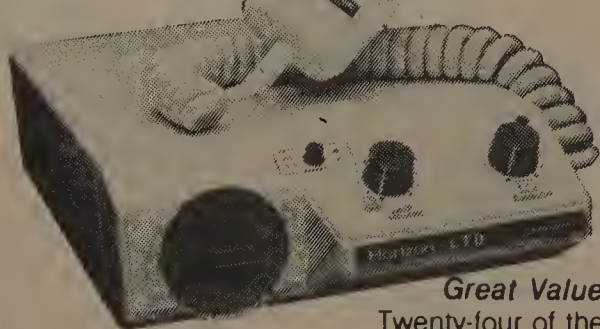


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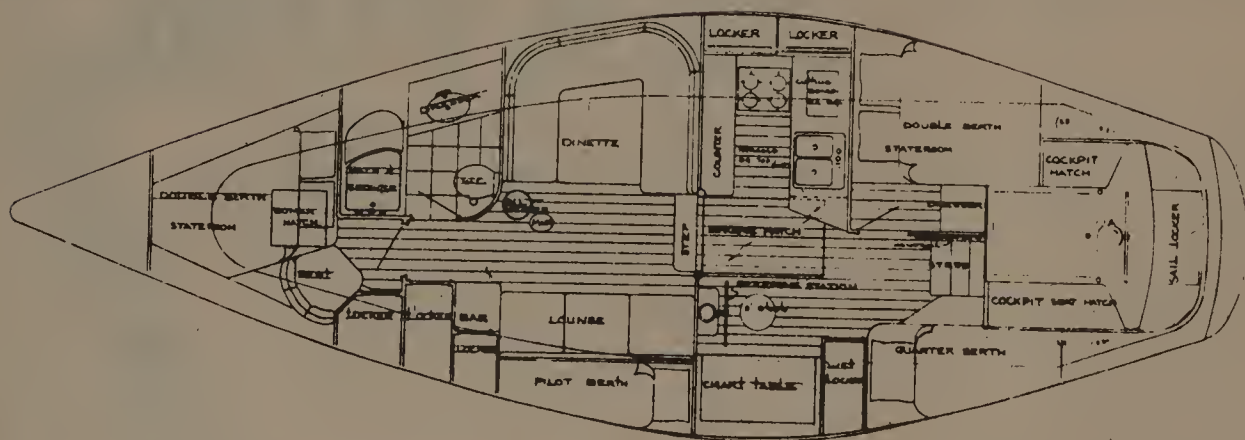
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2200 Livingston St
(415) 532-5230

PALO ALTO
850 San Antonio Rd.
(415) 494-6660

SAUSALITO
200 Gate 5 Road
(415) 332-0202



West Marine Products



L.O.A.	41'6"
L.W.L.	32'6"
BEAM	14'0"
DRAFT	6'7"
BALLAST	10500 lbs
DISP.	24000 lbs

The COOPER 416 emphasizes the comfortable accomodation along with good performance. Its sailing rig is a modern, high aspect ratio sloop designed to be handled by two persons. The underbody consists of an outside ballast keel and a deep skeg hung rudder.

The COOPER 416 has two steering stations for all weather cruising and the wheelhouse steering area also includes a large chart table with room for all the navigation aids.

Cooper Sailing Yachts

Price*

Cooper 31'6"	52,900
**Cooper 35'3"	73,900
***Cooper 41'6"	104,900
Cooper 50'8"	195,600
Maple Leaf 48'	185,000
Maple Leaf 54'	235,000
**Sea Bird Motor Sailer 37'	74,750
Sea Bird Center Cockpit 37'	77,250
*Canadian Built-Prices U.S. Dollars duty paid	
**See us at San Leandro In Water Show September 10-20	
***See us at Mariner Square In Water Show September 10-20	

DOOPER

YACHT
SALES 408-727-4380

CALENDAR

Sept. 4 — First Friday Flicks, *American Challenge*. Call Chris Kafitz, 524-9655. Alone on the ocean like Linda Webber-Rettie.

Sept. 4-14 — IYRU's Women's Worlds, Sardinia, Italy. Go Pam Poletti!

Sept. 5 — Windjammers Regatta, San Francisco to Santa Cruz. Don't Labor to-Day, just sail away!

Sept. 5-6 — 37th Annual Barth Regatta. North and South Bay meet. Call Glenn Harter, 697-3487, 775-2068.

Sept. 9-12 — Moore 24 Nationals. Del Hutchinson, Admiral, (415) 482-4804. Coneheads reunited.

Sept. 10 — "The Design and Selection of Shipboard Microcomputer Systems," presented by Stanley Stockdale. Call 527-9382 or see Sightings. Computer chips for sailing ships.

Sept. 10 — First class of Radio Theory at Contra Costa College, San Pablo. See Sightings.

Sept. 11-20 — Boat Show doubleheader. S.F. Bay in the Water at Mariner Square, 523-0940 and Nor Cal Marine Association's S.F.-Oakland International Boat Show at the San Leandro Marina and Oakland Coliseum, 521-0330. Another opening, another show

Sept. 14-19 — St. Francis Big Boat Series. Racing Sunday, Monday, Wednesday, Friday and Saturday. The big guns shoot it out on the Bay.

Sept. 19 — The Inland TransPac. 50-miles of downwind sailing in Hobie Cats. From Albany to Rio Vista. Coors at the end instead of Mai Tais. (415) 457-2029.

Sept. 20 — Berkeley YC's Fleet Admiral Chester W. Nimitz Regatta. For keelboats of the YRA or SYRA type. Bobbi Tosse or Sally Green at 939-9885 or 935-8378.

Sept. 22 — U.S. Coast Guard Auxiliary sailing class starts. 7:00 p.m., Crittenden School, 1701 Rock Street, Mountain View. Mitch Bain, (415) 961-2875 or Al Larue, (415) 948-7682. Red, right, returning.

Sept. 24 — Alan Alder's movie on the *Fast 40*, the computer designed ULDB. 647 Pacific Ave., Alameda. Free. 523-9011.

Sept. 24-27 — Catalina 27 Nationals, Richmond YC. Forty boats go at it.

Sept. 26 — Ballena Bay Whale's Chase series finale. With or without spinnaker. (415) 523-0612, (408) 243-5667.

Sept. 27 — Napa Valley Sailing Club's Champagne regatta at Lake Berryessa. All boats welcome. Trophies will be champagne, something really worth racing for. Call (707) 226-6825.

Sept. 24-27 — SFYC's Women's Lasers Regatta. (415) 435-9133.

Sept. 27 — Ladies Laser races in Santa Cruz. Meet at 11:00 a.m. at USCS dock. For further info call Lynn Appley, (408) 462-5735. Informal and laid back.

Sept. 29 — Cal Coastal Race — S.F. to Marina del Rey. Big boats return south, also feeder for La Paz Race. Call Jim Taylor 563-6363.

Oct. 1 — Sausalito/Tiburon Coast Guard Auxiliary class begins. 7:30 p.m., Sausalito Cruising Club, Foot of Napa Street, Sausalito. Vince McCarthy, (415) 456-9303.

Oct. 2 — Berkeley YC First Friday Flicks. Alamedan Gordon Waldear's 1977 *American/Australian Royal Prince Albert Cup*. A 6 Meter saga, with color commentary by Tom Blackaller, in the flesh.

Oct. 3 — Marine Flea Market. Free! 10:00 a.m. to 4:00 p.m. at Svendsen's Boat Works, 1851 Clement Ave., Alameda. Is there a market for marine fleas?

CALENDAR

Oct. 3 — Tiburon YC's North Bay Invitational Regatta for San Rafael, Marin, Lock Lomond, North Bay, Richmond and Tiburon YC's. Race and Bar-B-Que. Sign-up at noon. 435-4950.

Oct. 3-4 — Match Racing, Coyote Point YC. 347-6730.

Oct. 3-15 — 505 Worlds, St. Francis YC. Will Jon Andron ever go from bridesmaid to world champion?

Oct. 10 — Northpoint Yacht Club's TransPac regatta. For TransPac veterans. 647-1668. Virgins need not apply.

Oct. 11 — Weaver Memorial Regatta, commemorates former SSC Commodore and wife lost at sea in South Pacific. Open to all YRA boats, call Sausalito Cruising Club, 332-9922 or 332-9349.

Oct. 17 — Kauai Iki Challenge Cup. Deadline for entries is Oct. 1. Tune up for next year's Ballena Bay race to Kauai. For teams and individuals. Call Jay Varner, 835-1135.

Oct. 24-25 — Ericson 27 Regionals, Coyote Point YC. Cruisers and racers mix it together. Don Herzer, (415) 846-0145, (415) 487-1700, or Terry Owen, (415) 591-2390, (415) 876-4208.

Nov. 5-6 — Long Beach to La Paz Race. PHRF boats start the 5th, IOR the 6th. 940-miles for boats over 33-ft. Call the Long Beach Yacht Club, (213) 598-9401.

Send your Calendar notices to *Latitude 38*. We close on the 22nd of the month; magazines reach distribution points by the 7th of the following month. Send early; send often.

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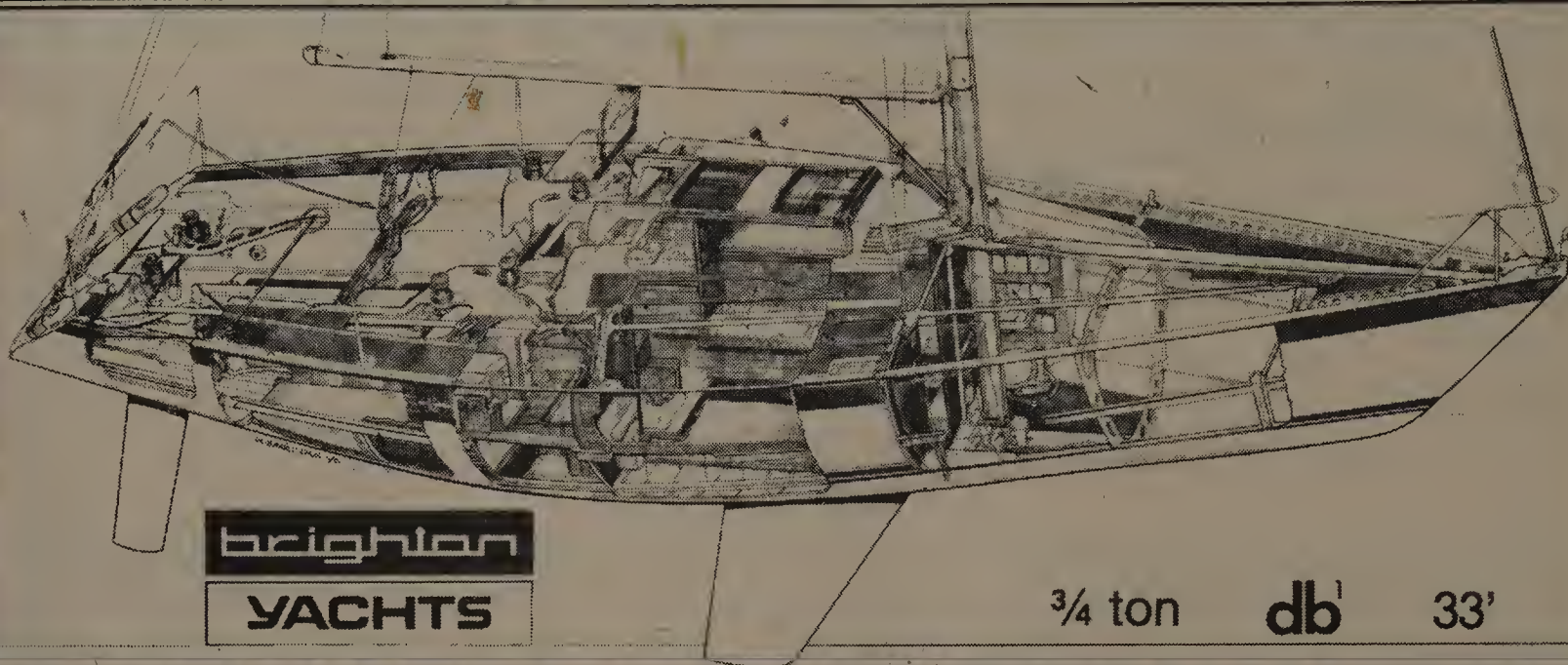
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ANNOUNCES



FASTEST $\frac{3}{4}$ TON PRODUCTION BOAT IN THE WORLD

Race Results		
1980	Cowes Week	1st Overall
1980	Kiel Week	1st Overall
1980-81	Northsea Week	1st Overall
1980	$\frac{3}{4}$ Ton Worlds	2nd, 3rd, 5th, 6th

1981 S.O.R.C.

Miami Nassau		1st Overall
(Ahead of the fleet and <i>Acadia</i> by over 1 hr.)		
Production Class		1st Overall

Lipton Cup	Class E	1st
Miami Nassau	Class E	1st
Nassau Cup	Class E	1st
Ocean Triangle	Class E	2nd
Class E		2nd Overall

**Yachts of Unparalleled Design
And Craftsmanship Made of
Kevlar® Aluminum, Iso Resins,
Coremat®, and Balsa Construction.**

Announcing The Arrival of two Van de Stadt designed racing machines. The 23' Sprinta Sport and the 33' $\frac{3}{4}$ Ton db¹.

A winning combination — design, technology, strength, durability, quality, light weight.

Sweeping all before them in Europe, the db¹ and Sprinta Sport will appear in the NCMA Boat Show in the Oakland Coliseum & San Leandro Marina September 11-20, before making an assault upon the West Coasts' coveted titles. Be sure to see them. It's hard to get a good look at a boat when it's pulling away from you.

33' db¹

Dimensions:

L.O.A. 10.1 m (33'2")
L.W.L. 8.1 m (26'7")
Beam 3.4 m (11'2")
Draft 1.89 m (6'2")
Displ. ... 3300 kg (7,275 lbs)
Ballast. 1600 kg (3,527 lbs)

23' Sprinta Sport "The Winner"

Dimensions:

L.O.A. 7.00 m (23')
L.W.L. 5.80 m (19')
Beam 2.42 m (7'10")
Draft 1.30 m (4'3")
Displ. ... 1,100 kg (2,425 lbs)
Ballast. .550 kg (1,213 lbs)



PACIFIC YACHT SALES

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#10 San Leandro Marina
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dewitt sails

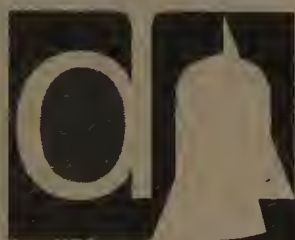
PREVIEWS SAILMAKING 1982

Date: Saturday, October 24, 1981

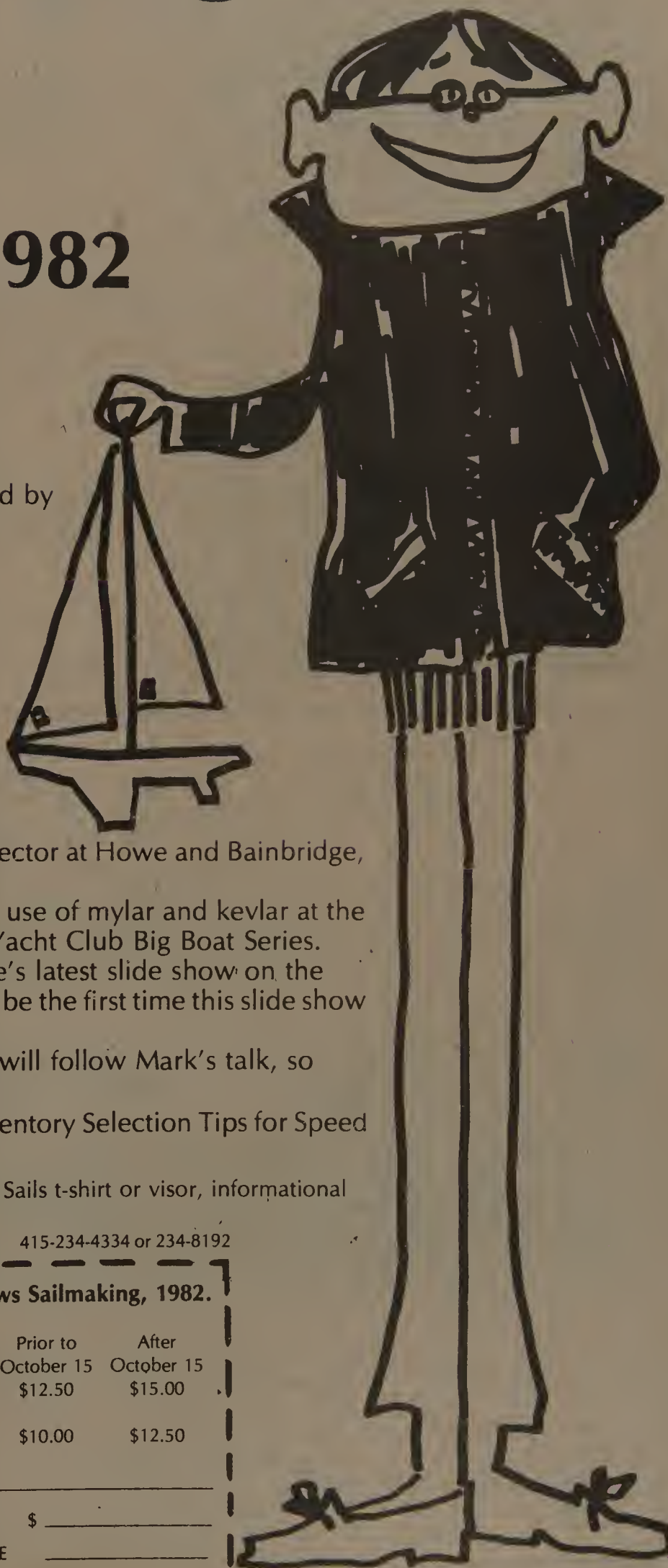
Time: 11:30 A.M. to 5:30 P.M.

Place: DeWitt Sails' Point Richmond Sail loft

Presenting: A seminar on modern racing sails, sail cloth, and sailmaking technology conducted by Jim DeWitt and DeWitt Sails' staff.



dewitt sails



Featuring: Speaker, Mark Olson, Technical Director at Howe and Bainbridge, the world's largest sail cloth manufacturer.

Mark will give an on-the-spot report on the use of mylar and kevlar at the 1981 S.O.R.C., Admiral's Cup and St. Francis Yacht Club Big Boat Series.

Plus, Mark will show Howe and Bainbridge's latest slide show on the weaving and finishing of modern cloth. This will be the first time this slide show will be seen on the West Coast.

An extended question and answer session will follow Mark's talk, so come prepared!

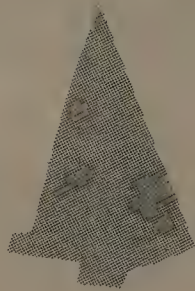
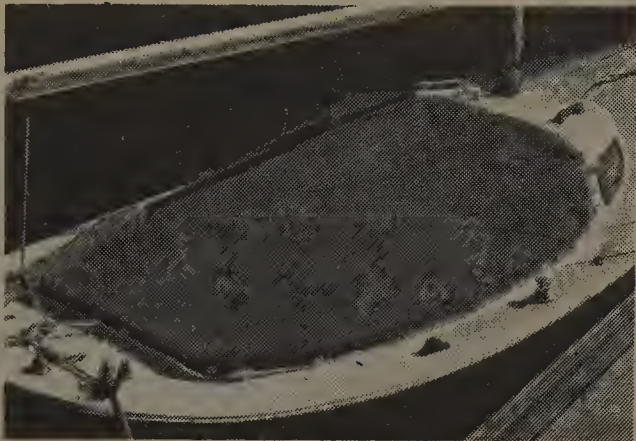
Other Topics: Computers in Sailmaking and Inventory Selection Tips for Speed and Economy.

Registration-fee (see amount below): Includes a DeWitt Sails t-shirt or visor, informational material, and refreshments.

DeWitt Sails 1230 Brickyard Cove Rd. Pt. Richmond, CA 94801 415-234-4334 or 234-8192

YES! I want to attend the seminar, DeWitt Sails Previews Sailmaking, 1982.

Name _____	Fees:	Prior to October 15	After October 15
Address _____	Individual	\$12.50	\$15.00
_____ Zip _____	Group: 3 or more	\$10.00	\$12.50
Phone: day _____ eve _____			
TOTAL ENCLOSED		\$	_____
NUMBER OF PEOPLE			_____



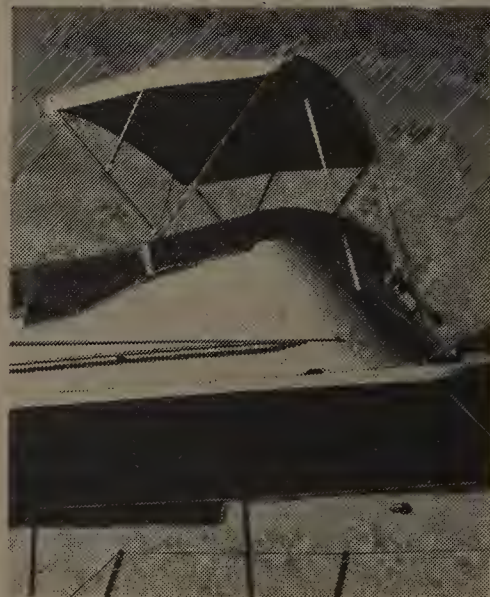
Larsen Sails inc.

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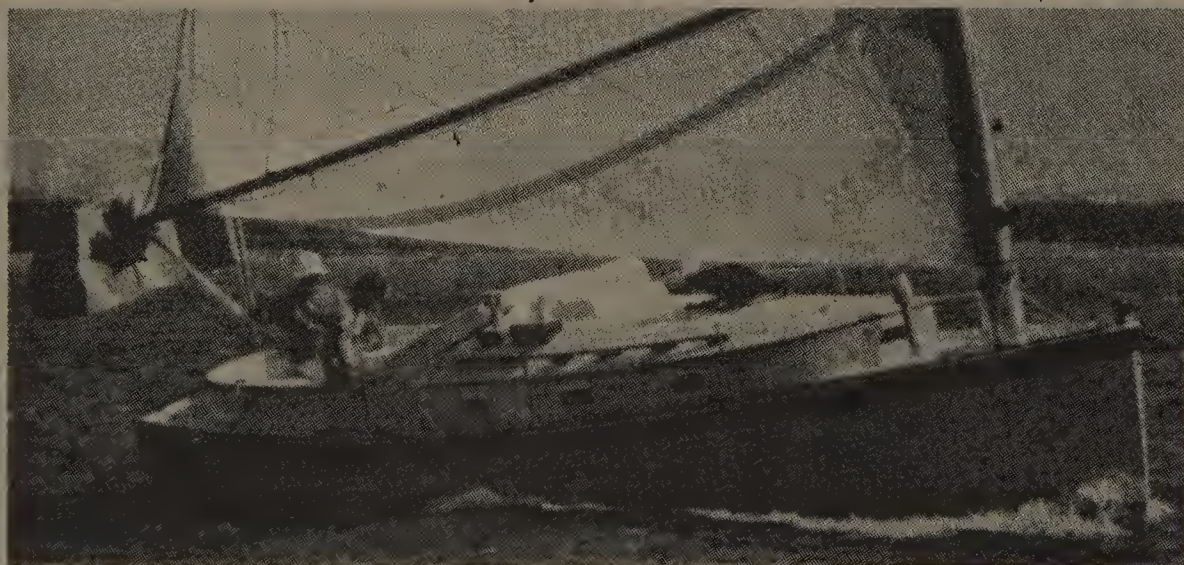


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\$65,600 Complete, including freight & commissioning

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LOOSE LIPS

Impoverished sailors will often smugly insist that owning a small, simple boat is the only way to go. It's not just that they are less expensive, their argument goes, they're also more fun. We don't know if that's truly a simple rationalization for not having a million bucks, but we do know that big boats have some advantages.

Take the 84-ft. *Christine*, for example. When the crew wants to do some scuba diving they never need worry about plebian concerns like sharks, coral, the bends or wet suit rash. They needn't worry about these things because they simply line their cockpit with plastic, and fill it with water (see photo). The cockpit is so darn big it almost



qualifies as a regular ocean, and the crew insisted to us that they do indeed scuba dive in it.

On the other hand, great things can be done with small boats. Minnesota's Gerry Speiss sailed across the Atlantic a few years back in his 10-ft. *Yankee Girl*. And while we were in Hawaii covering the finish of the TransPac, Speiss sailed into Ala Wai with *Yankee Girl* 34 days



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THE BAY AREA'S FINEST YACHTS

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RANGER 33
MORAGAN 38
CAL 2-34
CHALLENGER 40
SPENCER 53

FEATURE OF THE MONTH



53' TWIN DSL MIDSHIP COCKPIT CRUISING KETCH. Designed by Lapworth, this yacht is a So. Pacific vet. outfitted for comfort & safety. Beautifully maintained, windlass, SSB, Ham, VHF, radar, autopilot, deep freeze, refrig., tender. This yacht is a "must see". **\$155,000.** Consider Trades. Call Jim Rockwell.

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237' Masted Steel Schooner. She was built in France in '76 for the Singlehanded Transat Race and finished second, sailed by Alain Colas; SSB, rader, AP, Loran, Weatherfax, 12-cyl. S.A.V. diesel 360 hp, 2/30kw generator, etc.

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 At *Prices*, Terms, or
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 have been looking for!



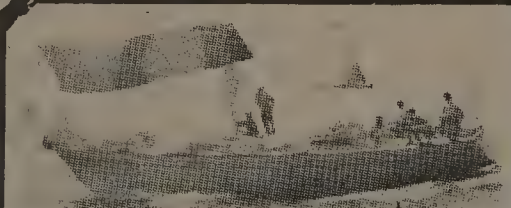
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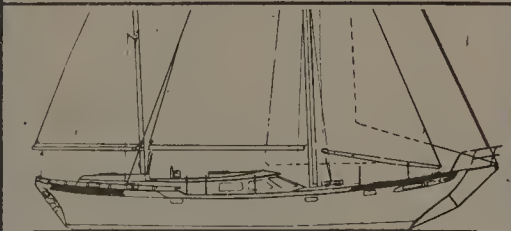
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Sausalito, California



Columbia 43 Slip. A remarkably compl. equip. list accompany this cust. cruiser. Returned from Pac. voyage & ready to go again. Priced for quick sale @ \$10,000.



Valhalla. Quality 45' ketch which doesn't skimp on accom./luxury. You must see this wonder at our dock. What value! \$125,000.



'14 Hay Scow. Harbormaster. off. + wkend. retreat houseboat w/like new '26 antique eng. Fireplace, full galley, too unique to describe. See it & fall in love.

SELECTED BROKERAGE

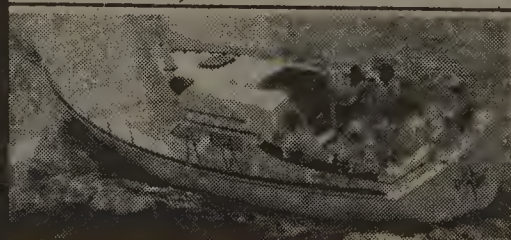
30' Bermuda, Cheoy Lee	28,000
32' Ericson Sloop	34,200
32' Westsail Cutter	59,500
32' Gulf Sloop	59,000
32' Traveller Cutter	53,500
32' Gaff Scow Sloop, "Squarehead"	55,000
34' Columbia	30,000
35' Garden Pilothouse Ketch	64,950
35' Alberg Sloop	36,500
36' Litton Trawler	80,000
36' Cal Sloop	Offers
36' Islander	64,500
36' Herreshoff "Nereia" Ketch	49,500
37' Gulfstar Sloop	78,500
37' Peterson Sloop, full race	115,000
39' Freya Sloop	115,000
40' Hinkley Bermuda	130,000
40' Challenger	85,000
42' Prat Sloop	89,500
43' Westsail	135,000
43' Columbia Cruiser	70,000
44' Swan 441	275,000
44' Tartan	89,000
45' Hardin	125,000
50' Columbia, custom	120,000
53' Coaster Schooner	95,000
55' Fisherman Schooner	49,500
60' Rhodes Yawl	250,000



Swan 441. 1 of the finest of the largest collection of Swans in bay area. This '79 beauty extensively equip. cruising version. \$295,000.

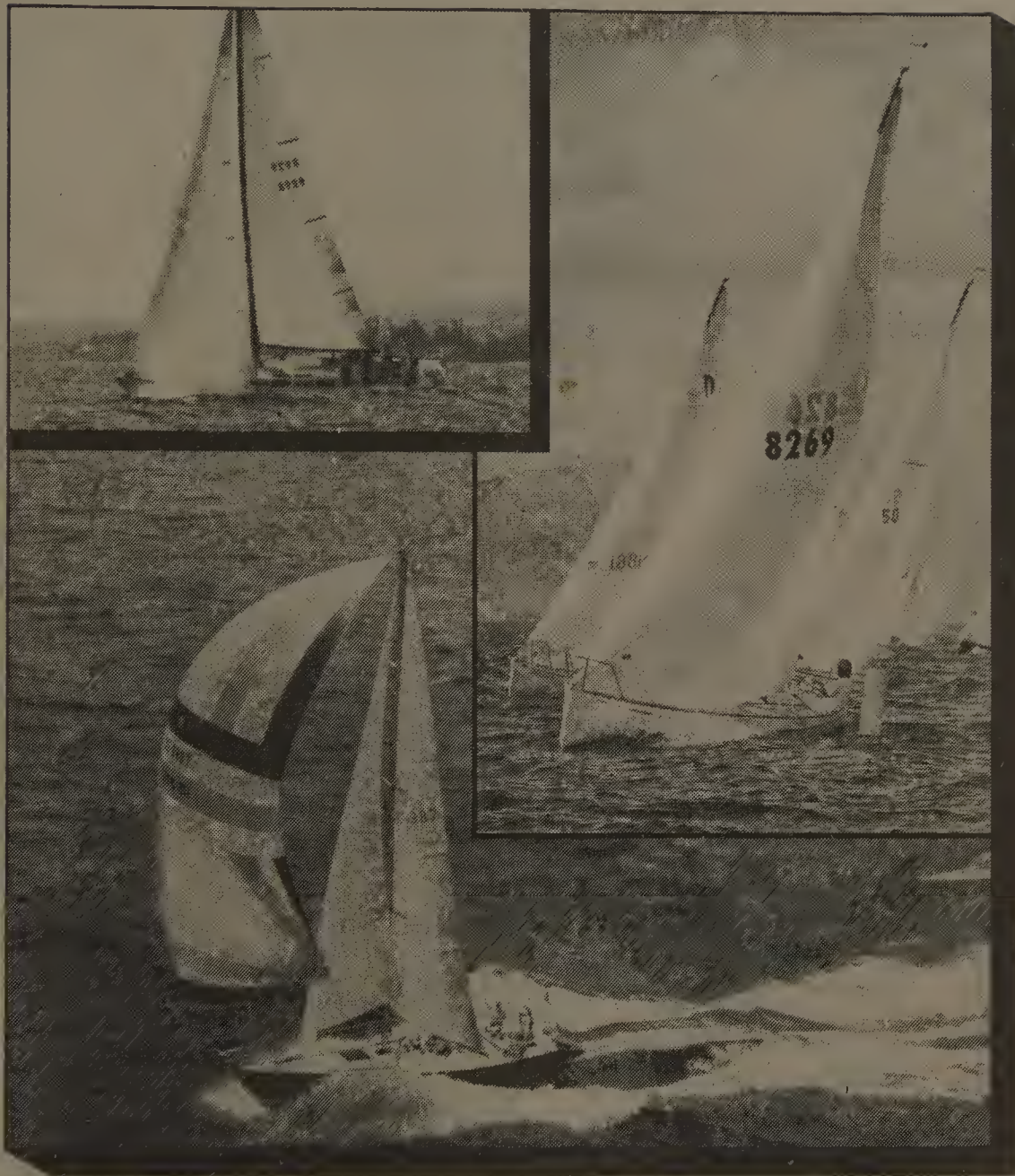


Hinkley Bermuda 40. A rarity on the W. Coast. Fine yacht for the initiated sailor who contemplates serious bluewater cruis'g. \$125,000.



Gulfstar 37. Well equipped, little used. '78 boat who's owner has just reduced price to \$74,500.

Make the switch . . .



to the sailmaker that offers you personal attention and high technology. In the past year many sailors have come over to **HORIZON SAILS** and have expressed greater satisfaction with the speed and durability of our sails. Isn't it time to think of the alternative sailmaker? Come see us at The Cottonmill.

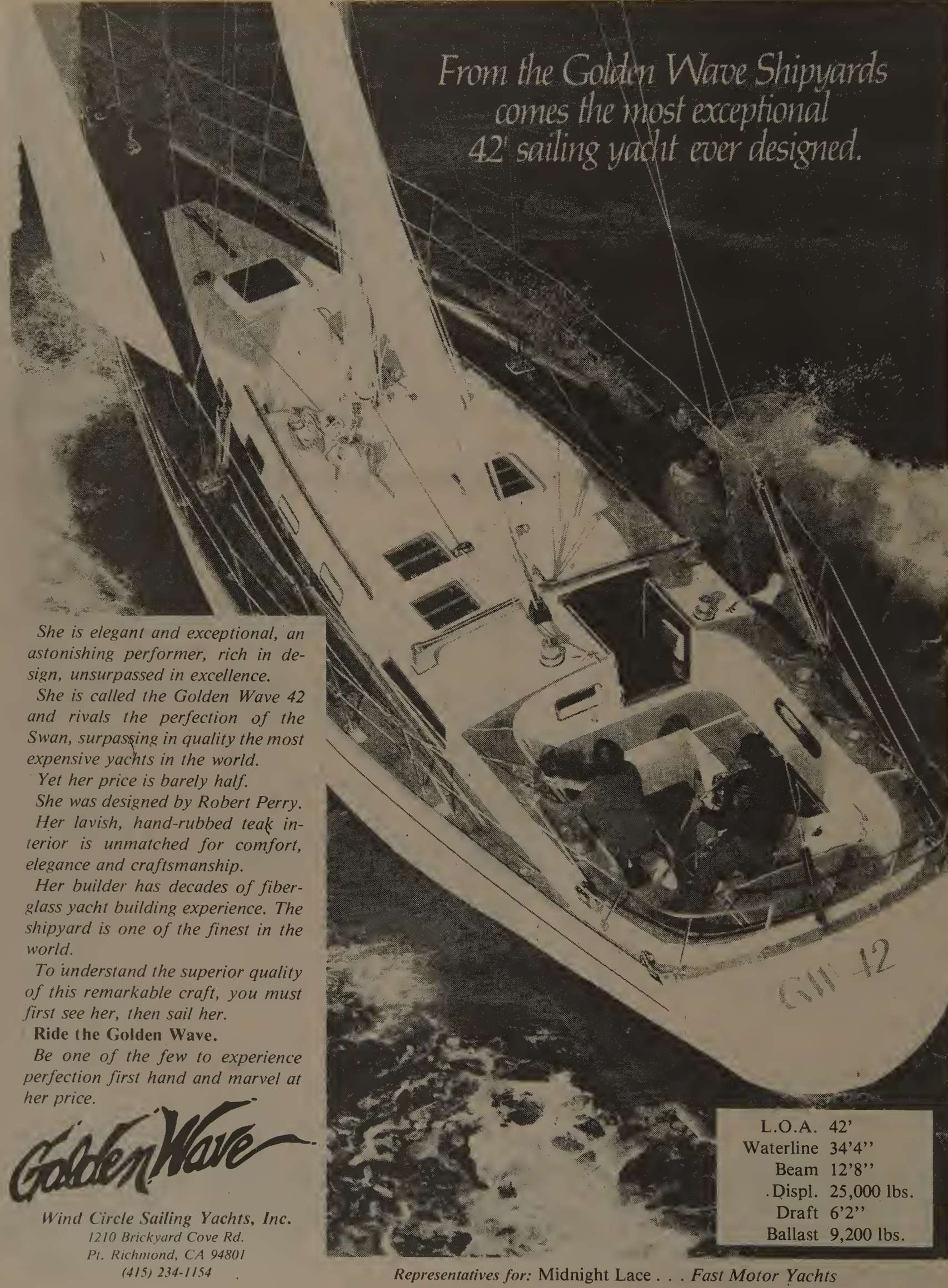
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Yet her price is barely half.

She was designed by Robert Perry.

Her lavish, hand-rubbed teak interior is unmatched for comfort, elegance and craftsmanship.

Her builder has decades of fiberglass yacht building experience. The shipyard is one of the finest in the world.

To understand the superior quality of this remarkable craft, you must first see her, then sail her.

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Be one of the few to experience perfection first hand and marvel at her price.

Golden Wave

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L.O.A. 42'
Waterline 34'4"
Beam 12'8"
Displ. 25,000 lbs.
Draft 6'2"
Ballast 9,200 lbs.

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LOOSE LIPS

out of Catalina. Just how small a 10-ft. boat really is became clear to us when the Avon we motored over in to see *Yankee Girl* pulled alongside. The inflatable dwarfed the 'ocean sailor'.

There is a limit to everything, and 10-ft. is probably just too small a boat for anyone to enjoy. Singlehanders in more normal sized ocean cruisers usually enjoy themselves, but apparently Speiss was unable to. Arriving at Ala Wai he told reporters that until the last day of the trip he hadn't gotten more than one hour of sleep at a time, and consequently was crying frequently. The emotional stress, Speiss has decided, is going to put an end to his singlehanded sailing after his hoped-for November arrival in Australia.

The combination of lives lost in the last Fastnet Race and the scandal surrounding 'misrated' boats in the last S.O.R.C. have made the British racing authorities exceedingly vigilant. *Yachting World*, for example, reports that prior to the Royal Ocean Racing Club's 200-boat Morgan Cup race inspections were being made on boats both at the dock and on the water.

And although the boats were selected on a random basis, the safety and rule compliance inspections were thorough. How thorough? Right down to checking for the correct wattage bulbs on the navigation lights. That may appear to be a case of overzealousness, but perhaps that's exactly what's needed to get racers to take the requirements seriously.

And the Inspectors weren't merely making conversation when they cited deficiencies. A boat that had 200 kgs of loose internal ballast was told to have it properly secured or they would be out. This 'comply or else' attitude ruled the day.

With interest rates high and therefore boat financing difficult to get, you'd expect used boat prices to be dropping. They're not. That according to BUC International which evaluates reports from over 2,000 brokers, dealers, and surveyors.

Researcher Walter Sullivan reports "even though demand remains slack due to high interest rates and a generally lackluster economy, prices for some boats are holding their own and in a few cases are rising."

Sales are down, however, and at a rate that is inversely proportional to their size. Boats under 30-ft., for example, are moving the slowest compared to years past, while those over 40-ft. are doing better, and over 50-ft. even more better as the Hawaiians say.

Dr. Steelboat (or 'How I stopped worrying and learned to love the neutron bomb').

Everyone knows that the Reagan Administration has gone ahead — without consulting *Latitude 38* — and started production on the neutron or 'enhanced radiation' bomb. How does this affect sailors and their boats?

The neutron bomb is different from conventional atomic bombs because it's a high energy blast which minimizes local heat and blast effects, but its neutrons travel a greater distance. And the neutrons only slow down or interact — and thus release their energy — on things made up of the lighter elements like carbon, oxygen and especially hydrogen.

We'll give it to you straight. In a neutron blast it will be all over for fiberglass boats, wood boats, ferrocement boats, and all sailors. What

ARCO USA can win you over in just 13 seconds.



That's the time it takes to completely disassemble an ARCO USA

winch. In that time you will see each part

and how it interacts with the others. Even if engineering is not your forte you can appreciate the sophisticated simplicity of all our component parts. Look at ARCO USA's: full-shaft roller bearing support; new secure pawl system that keeps parts from being lost overboard when the drum is removed; gearbox and base combined into a single molded unit that eliminates electrolysis and drainage problems. Our larger winches feature a special thrust bearing to support the entire weight of the drum so it can spin freely. □

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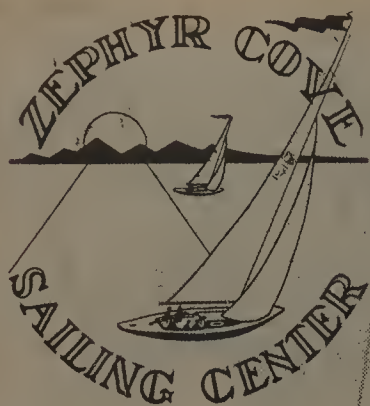
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West Marine Products

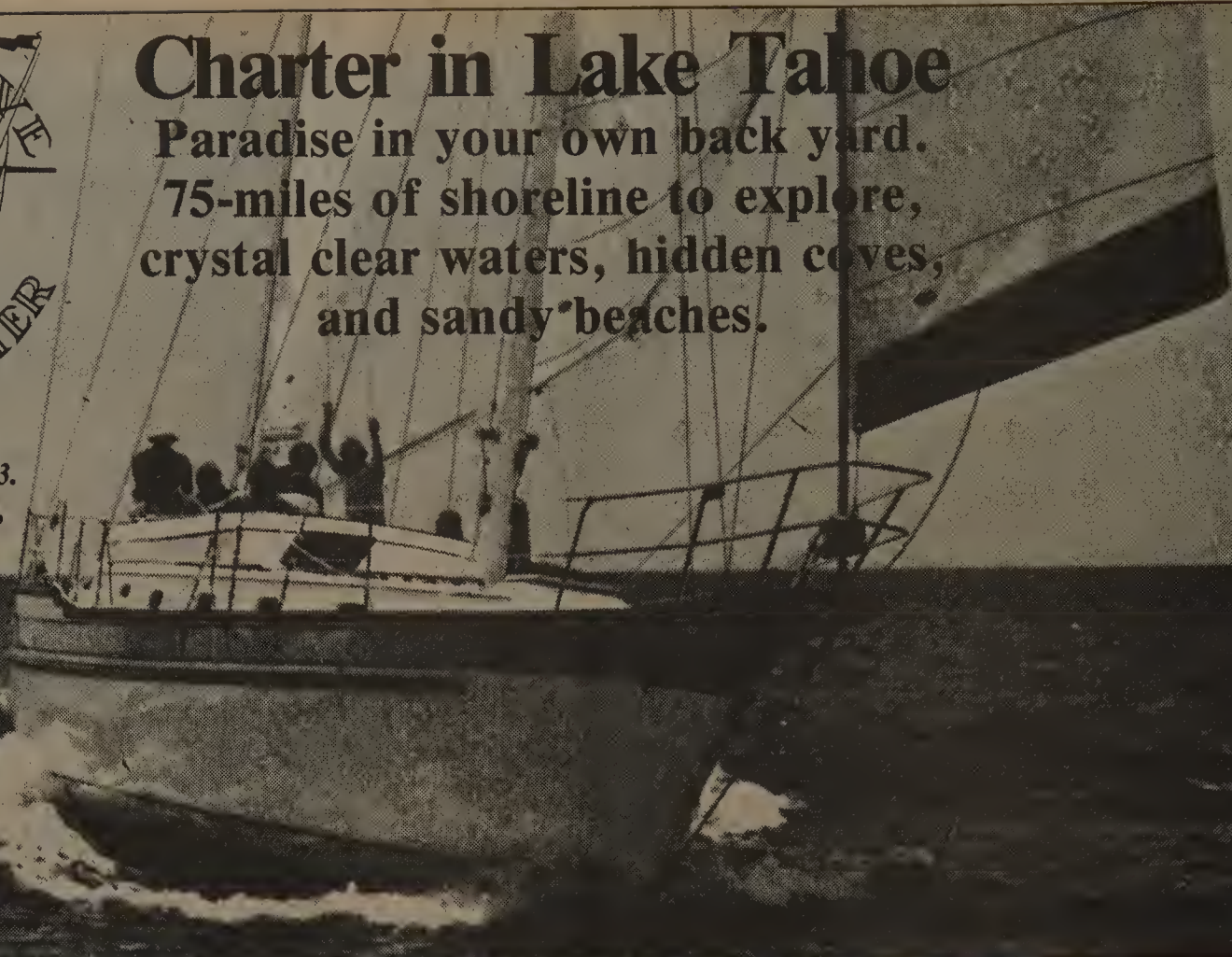




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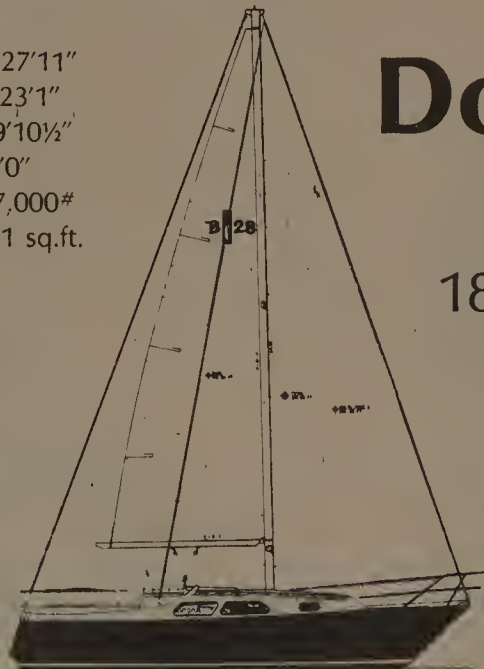


(702) 588-3369 P.O. Box 1375 Zephyr Cove, NV 89448



Bahama 28

L.O.A. 27'11"
L.W.L. 23'1"
Beam 9'10½"
Draft 5'0"
Displ. 7,000#
S.A. 361 sq.ft.



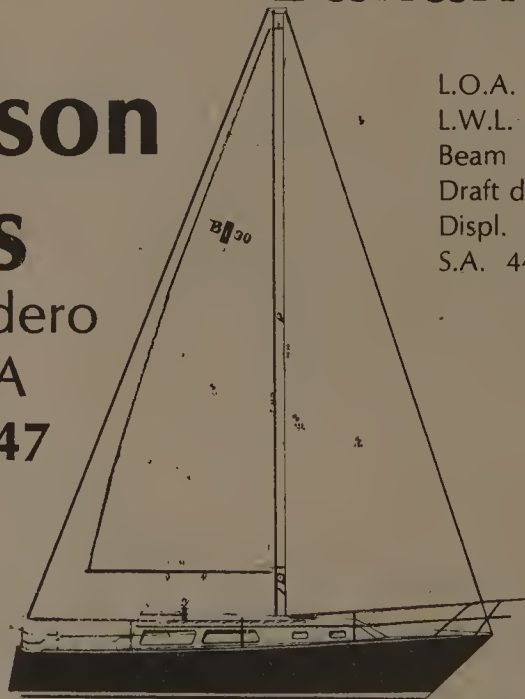
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Dealer:

Don Wilson Yachts

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Bahama 30

L.O.A. 29'11"
L.W.L. 24'7"
Beam 10'0"
Draft deep 5'0"
Displ. 8,230#
S.A. 449 sq.ft.



Islander Bahama 28 and 30, Sisterships of
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LOOSE LIPS

will be left are steel and aluminum boats, and the winches from what had previously been aluminum boats before the neutron blast hit.

A bomb which doesn't exist yet is the Positron bomb. (Positrons are 'anti-electrons'). Such a bomb wouldn't travel very far, but it would be powerful; powerful enough to melt you and in particular your mylar sails and Line 7 foul weather gear. Thus enlightened, you might make purchases carefully as we head on a broad reach to the supra-tropical waters of Armageddon.

We can see the Half Moon Bay Yacht Club takes our advice on how to spell 'Out of My Mind' Andrew's last name to heart. They announced Andrew's speaking engagement at their club under the title "Urbanczylc Speaks".

Don't you wish . . .

Judging from the number of inquiries, the question of whether or not the bare buns on page 81 of Volume 50 belong to Sue Rowley was last month's unofficial photo quiz. We don't know if this is going to break your heart or not, but the buns belong to a 10-year old boy, not Sue.

We received a call from Amy Boyer the other day; you'll remember her as the ambitious young lady who singlehandedly sailed her Wilderness 21, *Little Rascal*, first across the Atlantic, and then across the Pacific to Kauai. She told us she'd just finished reading a fine article in a recent *Outside* magazine that explained why women's mountain climbing expeditions, such as the one to Annapurna, frequently fail.

The way Amy tells it women try such things for the wrong reasons; they do it for 'womankind' or to prove that women can do what men do. Those reasons, she believes, just won't cut it when push comes to shove.

Amy says you've got to climb mountains and singlehand the ocean for yourself, not for anyone or anything else. "Do you think men climb mountains for mankind? Do you think Norton sailed the ocean for mankind? No, he did it for himself, and so did I, because that's the only thing that will get you through."

Amy's headed back up to Canada for the winter ski season, where last season she was a baker and cleaned toilets for a helicopter skiing outfit. If *Little Rascal* isn't sold by the time next year's Singlehanded TransPac rolls around, she plans on giving it another go. If it's sold she'd like to do the crewed TransPac with a group of "talented, petite women" who not only want to race, but want to win. Same old Amy.

Huntington Lake, high in the mountains east of Fresno, is one of the prettiest places to sail in California, or anywhere for that matter. Steady winds from the west cool the long, tree-lined lake during the afternoon, with swimsuits the standard sailing outfit — something bay sailors only hear rumors about. A few years ago it was still possible to get into Huntington Lake and sail a regatta with relatively few hassles. The fleet would camp at a nearby grove and spend Saturday night feasting around the campfire.

The last couple of years, though, Huntington has been as hard to get into as a trendy restaurant on a Saturday night. Then, after a catamaran sailor drowned in an accident, everyone got uptight about

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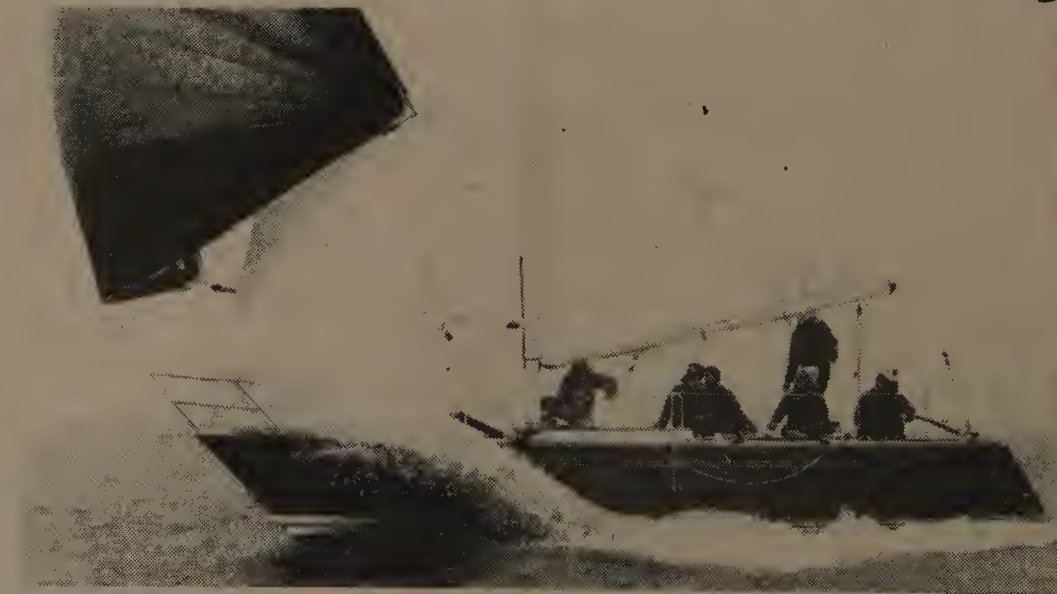
provide the smooth response required under changing sea conditions. The display averaging times range from a 2-second update—for a quick response when winds are light—to an update time of about 64 seconds—for smoothing the indicator response in heavy ocean swells.

TARTAN TEN: Fastest one design on the Bay!

Somewhere, fine coastal racing/cruising/daysailing boats became lost in the complexity and expense of handicap rating rules. Sparkman & Stephens designed the Tartan Ten without regard to any rating rule. The result: an aesthetically pleasing hull with superb handling and speed.

Gone are huge volumes of rarely used interior. Here is a sprint boat with accommodations suitable for overnight offshore racing and weekend cruising. So, Tartan Ten has a flush deck, sleek appearance and moderately light displacement.

Long and narrow, T-Ten carries 486 square feet of sail. The 7/8's foretriangle reduces sail inventory requirements and sail changes as well as rig and sail expense. It permits easy handling of a few moderately sized sails, appropriate for a husband/wife crew or racing with just two couples. Mast-bend and mainsail shape are readily adjustable. In spite of limited crew requirements and this sensible rig, Tartan Ten is fast — honestly fast — and will sail past



boats many feet longer: open racing results have already demonstrated her capabilities.

But the key to Tartan Ten is her strict one-design character. Each boat is delivered complete: no alterations to hull or rig are permitted under class rules. This not only prevents unnecessary and aggravating future expense but also preserves Tartan Ten's value: none can become obsolete.

For additional information call
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LOOSE LIPS

insurance. Regattas now have to be carefully planned operations, with endless approval beforehand.

One fleet that did make it in this year was the Day Sailor Association, which held their 1981 North Americans at Huntington Lake. Thirty-two boats competed in the six race series. Bill Fiock of San Jose took the crown without winning a race. (He never fell below third place.) Second place Tom Haines of Palo Alto won three races, but had to eat a fourth and a sixth, which dropped him out of first.

A sad day.

Everyone knows a crew needs incentive to win. No doubt that's why the owner of *Edelweiss*, a Swan 36 entered in the recent Marion to Bermuda Race, posted the following letter to his crew:

"A word from your dietician: There is ample food for the trip aboard. However, for those who would like to continue eating on a regular basis, I would advise reaching the finish line as quickly as possible."

Edelweiss won the race on corrected time. Kinda makes you wonder what happened to the old incentives, booze and women? We're all going to be in for a dreadfully boring decade if they've been upstaged by some colorless necessity of life such as food.

The local press got some good ink out of John Leach's recent mishap when his lovely 30-ft., schooner *Talofa* was stolen from Pelican Harbor on August 18. Daniel Ray Engelstad, 28, from Lafayette, has been charged with grand theft after he allegedly took the boat and sailed it out the Golden Gate. Engelstad reportedly had been drinking heavily and had plans to go to L.A., but he wrapped the mainsheet in the prop and decided to bail out. He came close to shore at Seal Rock and hitched a ride in with one of the surfers nearby.

Talofa washed ashore and Leach, upon being notified where his boat was, raced to the scene. With the aid of a friend and the Coast Guard, he managed to pull the boat free with minimal damage.

This is the second straight month (see *Latitude 38*, August 1981, Volume 50) in which non-sailing boat thieves have endangered their lives by stealing boats. Makes you wonder what's wrong with cars. No status these days?

August was a busy race month for one-design classes, both locally and far afield. Ken Green from Long Beach came north to defeat 14 rivals at the Coronado 25 Nationals, August 1 and 2.

The Columbia 22 Association held their first one-design racing in eleven years in mid-August, south of the Berkeley Pier. Pete Post in *Esprit Do Corp* topped the field.

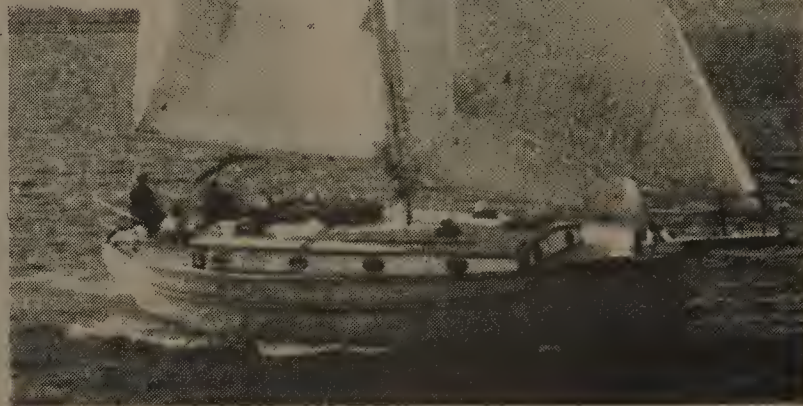
Marin's Russ Sylvestri was the top local in the Olympic Classes regatta at Long Beach from August 2 to 7, sight of the '84 Olympics. Russ managed a second in the Finn Class.

Also scoring a second in L.A. waters were Chuck Johnson and Roger Andriesse on *Spellbinder* in the Santana 35 Pacific Coast Championships. Third was Jim Bonovich's *Wide Load*.

Even farther afield went Alameda's Carl Schumacher to sail *Wreckless*, a boat he designed, in the Midget Ocean Racing Class (MORC) International Championships on Lake Erie. *Wreckless* took a fourth in class and tenth overall in the 80 boat field.

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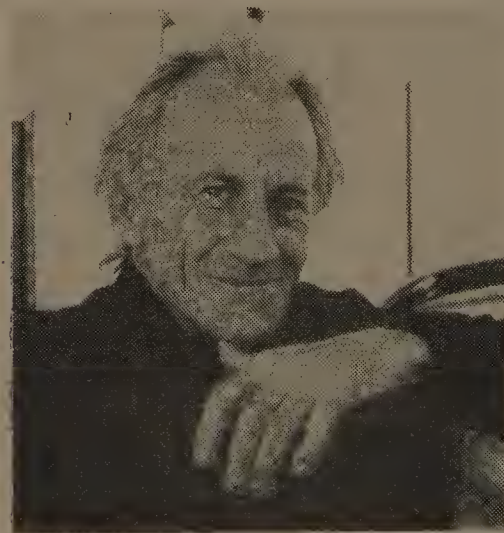
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L.O.A.	43'9½"	D.W.L.	37'8"
Beam	13'3"	Draft	6'0"
Displ.	27,200 lbs	Ballast ...	11,400 lbs
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Cheoy Lee 44 Aft Cockpit Ketch, '80; Teak decks, lavish top-side hardware/fittings, opulent interior designed for 2 couples or family, w/dbl stateroom aft. This Robert Perry-design is a modern classic. Easily sailed by 2, & a magnificent liveaboard/world cruiser. Many factory extras, 40 hp dsl, H/C pres. wtr. in 2 heads w/shower. Motivated seller! Replacement cost: \$155,000. **Try \$117,000.**

Cheoy Lee 'Offshore 40' Yawl, '74; This beauty is one of the best of the famous Rhodes designs, & is in 'original' cond.; glistening w/high finish teak & s/s fittings. Modern full keel for stability on all points of sail & sea kindness. H/C pres. wtr., owner's stateroom aft & u-shape dinette make her a comfy liveaboard. **\$86,900/offer.**

Anacapa 40' Longrange Cruising Ketch, '74; This heavily built world cruiser has been customized to incl. every feature for comfortable long passages. Fully insulated hull, large deep freeze, autopilot, bathtub, liferaft, & many, many more extras, all thoughtfully installed make this fine yacht an unusual value. Rugged for singlehanded, & ideal for a cruising couple. Ready to go! **Asking \$100,000.**

Cheoy Lee 35 Sloop, '79; One of the most successful Perry designs, built by Cheoy Lee under supervision of an American surveyor to owner's rigorous specs. Bright, roomy teak interior, H/C pres. wtr./shower; Volvo MD NC dsl., this vessel is in 'as new' cond., & comes with a choice Sausalito berth. **Asking \$67,500.**

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CHANGES IN LATITUDES

One of the nicest things that can happen to a cruiser arriving in a foreign country is to meet a friendly face who is willing to help them get acquainted with the lay of the land. If you're headed down to Opuia in New Zealand's Bay of Islands as more and more west coast yachties are, there are a couple of folks who are more than willing to extend a big welcome.

The first is Colin Busch, who works for New Zealand's telephone company but greets cruisers as an avocation. Many yachties make Colin's acquaintance through his ham net, ZLI BKD, which he runs either in the morning or evening, depending on his work schedule.

One of the things that makes Colin such a favorite is his weather forecasts. He notes each boat's position, goes down to New



Colin and Janice Busch

Zealand's weather service, and then radios back the prognosis for that area. Bob & Gail Jensen of Ukiah, who have cruised their Columbia 50 in the south Pacific four times, are just two of the northern Californians who have benefited from such reports. "We picked up Colin as we were leaving Samoa on our way to Fiji, and when we left Suva bound for New Zealand. On the eight days from Suva to New Zealand we received weather each day to the Bay of Islands. We had a wind change of 360 degrees on our trip, each day coming from a different direction. Colin's predicting them was very helpful."

Colin doesn't work alone, his wife Janice keeps the log and helps with dispersing the weather information. The Jensens were to discover that Colin and Janice are even more helpful on land than at sea. While waiting on the dock at Opuia to go through customs, Colin and Janice greeted them with four quarts of milk and the local newspaper. This was back in 1979, a year in which Colin personally welcomed 80 different yachts.

The Jensens were later taken for a car tour of the area, and a few days later Colin had, for a very small fee, organized two bus tours to take all the yachties to visit the Kauri forests, the New Zealand wineries, and other spots of interest.

In appreciation for his hospitality, a couple of yachties tried to start a collection to buy Colin a WeatherFax, something that would make his hobby of helping yachties a little easier. It proved too difficult to organize, but as more yachties head that way, the notion for a gift of appreciation might be revived. After all, Colin reported meeting 94 yachts last November alone.

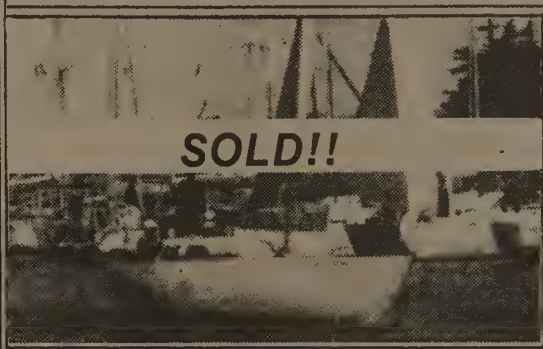
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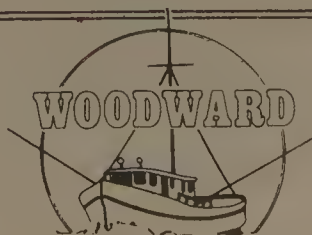
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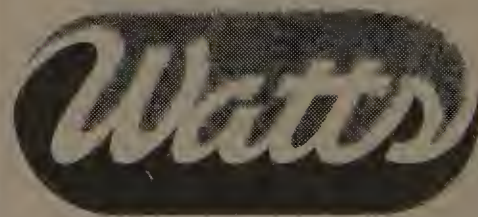


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Dennis Choate's Peterson 48, *Brista*. 1st Overall, '81 P.O. R.C. 1st Class A, L. B. Race Week.

Photo: L. Jennings

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CHANGES IN LATITUDES

Another couple you might meet in Opuia is Mr. and Mrs. George Bateman, who wrote us the following letter just a few weeks ago. *Skookum*, incidentally, is a Bodega 30 from Alameda.

First let me introduce myself and my wife — George and Dorothy Bateman. We came from Canada 9 years ago to retire and sail in the beautiful Bay of Islands, Northland, New Zealand. The small port of Opuia, where we live, is usually the first port of entry for yachts entering New Zealand. During this time we have had the opportunity of meeting many sailing types — mainly from the west coast of the United States — having lots of laughs and being able hopefully to assist them with local knowledge and thought your excellent publication would be a means of keeping in touch.

The yacht *Skookum* left Opuia today (Patrick and Gail Albin) heading for New Hebrides with S.W. 25 knots. Through these kind folks I obtained your March issue of *Latitude 38* — most interesting, keep up the good work! I know the post is too costly to send them out to us but nevertheless I might be able to beg, borrow or steal copies from incoming yachties.

If my wife or myself can be of any help to yachts on the way down, just drop a line and we will do whatever we can.

Yours sincerely,
George Bateman
P.O. Opuia, Bay of Islands
Northland, New Zealand

P.S. — Population of Opuia, approximately 300.

Mexico Update.

It was two winters ago that Senor (later to be known as 'Ayatollah') Gomez, director of the motor vehicle department in La Paz, Baja, shocked gringo yachties by requiring import permits for Baja. Previously the 6-month permits had only been required on the mainland of Mexico.

Word comes from Peggy and Al Blair, out of San Francisco on their sloop *Volante*, that Senor Gomez has been replaced for "ruffling too many feathers." Since then, it appears that the Import Permits — with their 6-month limit — are again no longer required on Baja, only the mainland.

Peggy and Al report that the old Port Capitain at Cabo died earlier in the year, but his English-speaking assistant, Javier Dominguez, is more helpful to the yachties than ever. The job of Port Capitain at Cabo is a political plum yet to be filled from Mexico City, so it is as yet unclear whether the new Port Capitain will now deal with yachties personally, or whether Dominguez will remain as the assistant.

Jose, head of immigration in Cabo, is also very friendly. In fact, he's been monitoring the morning net to see if anyone needs his help.

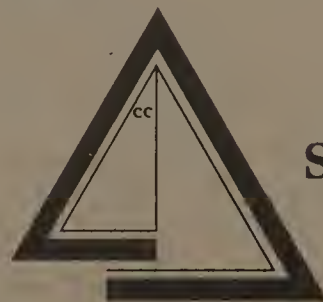
For years there's been talk of building a marina with berths at Cabo, beyond the current inner harbor behind the Hacienda Hotel. Believe it or not — and many won't believe it — work has begun on what is supposed to be a 300-berth marina. A dredge began clearing the area and digging a big hole with a cement retainer behind the Hacienda, but then abruptly left for Ensenada. There remains a big hole, not yet connected to the inner harbor — and the question of when, if ever, the marina will be completed. Hopefully never.

While in La Paz, Peggy and Al were told by a Mexican land surveyor that a 300-berth marina would be put in there also.

Fuel in Baja has been 16¢ a gallon for diesel; 32¢ at the fuel dock.

LOOKING FOR THE DIFFERENCE?

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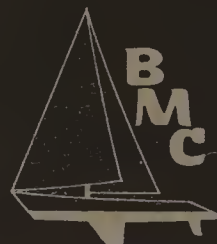
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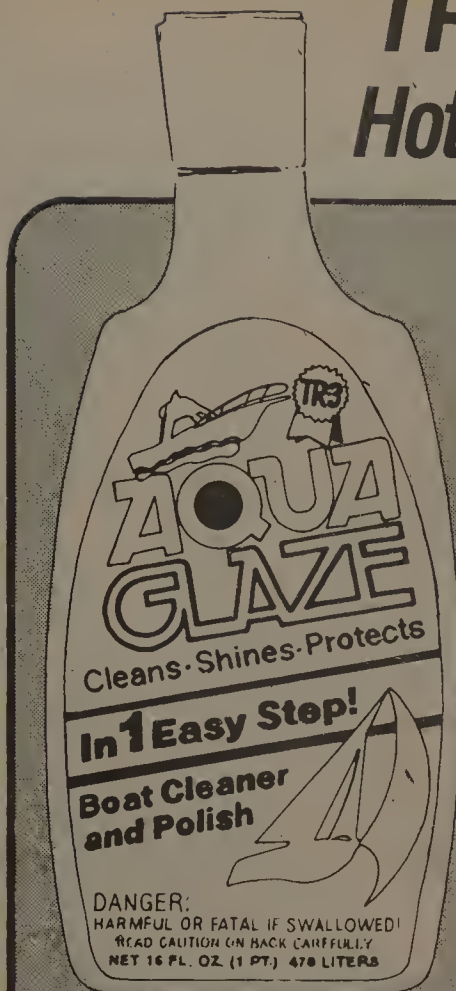
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CHANGES IN LATITUDES

It's been clean. A dollar brings over 24 pesos these days, with travellers checks bringing even more. The CCC in La Paz burned down sometime back so big shopping is done at the government market where all prices are fixed.

Down in Puerto Vallarta the big cruise ships and the Love Boat were pulling in three and four times a week this summer. The only ones that have been a problem are the Delta Lines ships; they have single screws and no bow thrusters. They have a lot of trouble maneuvering in the harbors tight quarters, and sometimes come dangerously close to anchored yachts. In addition, the big prop turns the harbor into a giant whirlpool, kicking everyone's anchors loose. It, apparently, can become a hell of a mess.

That's it from Mexico — more to come.

We had dinner with our old friend Three-and-a-half fingers Max last week at Sausalito's best and most fun restaurant, Teppan Taikoh. Between the shrimp and chicken Max and his wife Vera got to recounting some of the more unusual folks they've encountered in the 2½ years they've been cruising between San Francisco and Panama.

Somewhere near the top of the list is *Tulum II*, which belongs to a family that sold their landscaping business in Alaska. According to Max, they bought a new Overseas 41 "because they liked the way it looked in the ads." Well, they didn't like the way it looked when they got to L.A. to take delivery. It didn't have any masts. Or booms. Apparently, they'd been temporarily expropriated by the dealer along with some other important parts.

Having sold everything but their motorhome, the family was in dire straits to get some immediate action, and mounted a group effort. First the father would go in and pound on the dealer's desk; then the wife would go in and cry (very effective). If that wasn't enough they'd send in their young sons with crayons, and finally Sadie, the Great Dane, to slobber all over the furniture.

But their big adventure was just starting when they got everything squared away, because they didn't know anything about sailing. For example even after they'd gotten all the way down into Mexico when somebody yelled over that their topping lift was too tight. The 'Tulum'ers yelled 'thank you' and then scrambled downstairs to look up 'topping lift' in a sailing manual.

You see, these folks knew so little that terms like topping lift, main halyard, outhaul, and all the rest were eliminated in favor of rope 1, rope 2, rope 3, and so forth. It's the same thing with sails, the main is sail 1, the big genny is sail 2, and so forth. They've made it all the way down to Panama and through the canal saying stuff like 'sail three needs to come in so crank on rope 5'. These folks made the 'Innocents Aboard' sound like shellbacks the day they left.

Then there was the couple in their 70's from Astoria, Oregon. They had a Finnsailor and eventually decided to sail to Cleveland because the gentleman, who had been a famous surgeon, wanted to attend his class reunion. Both of the folks were hard of hearing, and even when they wore their hearing aids some yachties avoided talking with them because conversation was so difficult.

It got worse when they tried to land in the surf at Port Angel, Mexico. They got dunked, ruining their hearing aids. After that nobody wanted to talk to them because you had to scream to be heard and they'd scream back at you. Vera reports that everyone knew when they were weighing anchor to leave the harbor because they were screaming so loud. Nevertheless you've got to admire them; how many other 73-year old men would grind their 75-year old wives to the top of the mast to change a light bulb?

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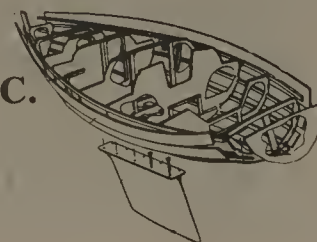
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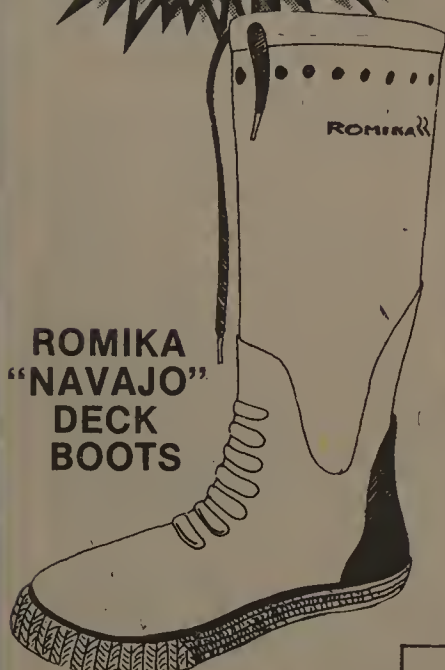
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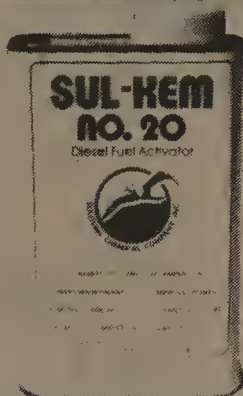
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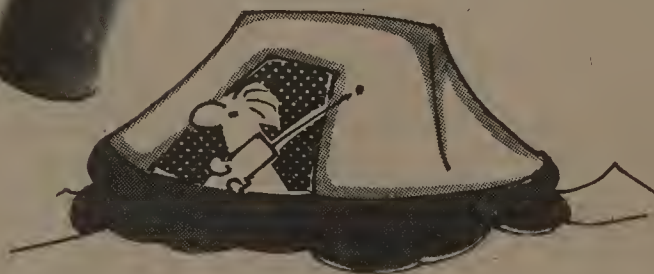
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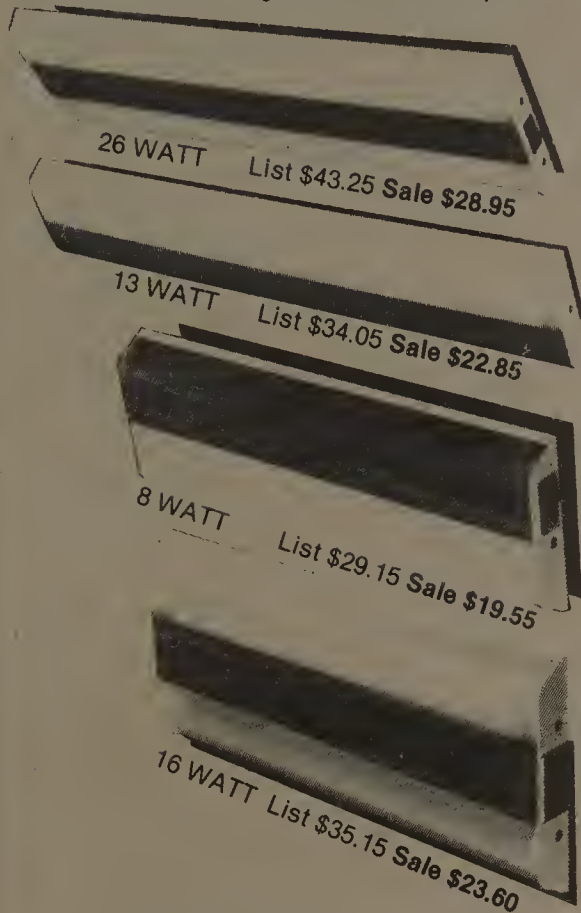
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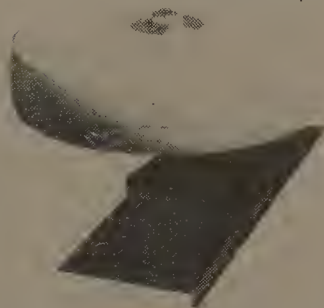


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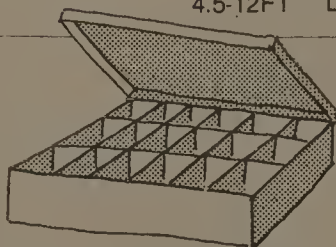
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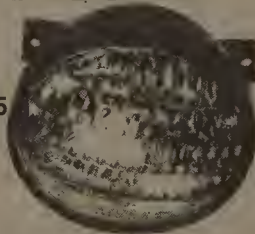
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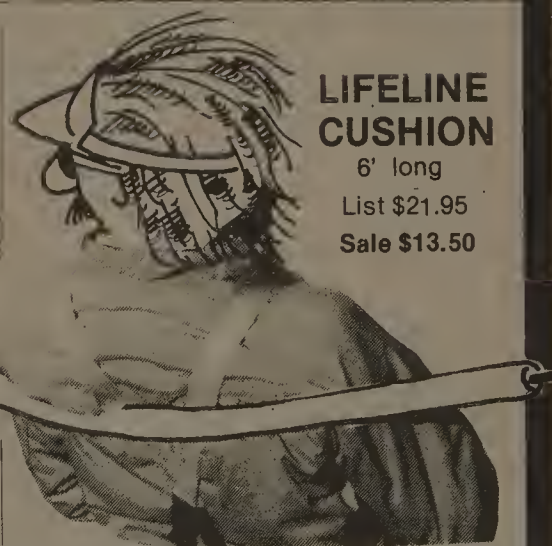


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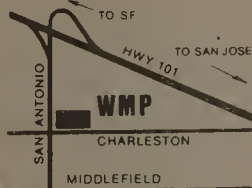
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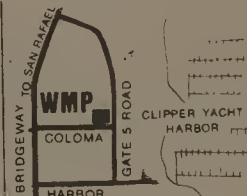
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admiral's cup

The first Admiral's Cup run since the fateful Fastnet episode in 1979 ended mid-August with the English team beating the Americans and 14 other 3-boat national teams. Two British yachts, *Victory* (2nd) and *Yeoman XXIII* (5th), finished in the top five while only one American craft, Bill Martin's *Stars and Stripes* (4th) did as well. First boat overall was New Zealand's *Swuzzlebubble*, a Ron Holland-design.

Considered by many to be the world series of ocean racing, the Admiral's Cup, like baseball, did not have the best of years for the Admiral's Cup. Light winds plagued the two and-a-half weeks of racing, in marked contrast to the windy 1979 version which culminated in the "Force 10 Fastnet" disaster.

Southern California's Dave Ullman drove *Stars and Stripes* and was pretty satisfied with their performance. *Stars and Stripes* went well in the lighter airs even though she's basically a heavy air boat. The U.S. team led the series in

con't. on next sightings page

postmark

This is the postcard singlehander Linda Rettie send us from Japan on completion of her 54-day passage. Fortunately she encountered no seas as big as those depicted above in a famous 18th century woodcut. For more on Linda's remarkable achievement, see this month's Latitude 38 Interview.

Latitude 38

8/9/81

Trip was fantastic — there were moments

admiral's - con't

the very early going, but the two other American entries, Chuck Kirsch's *Scaramouche* and Pat Malloy's *Intuition*, were unable maintain the pace. After three races the British were virtually out of reach.

While Ullman praised the organizational aspects of the series, which is run concurrently with England's Cowes Week, he found the lack of wind terribly disappointing. The 605-mile Fastnet, he said, took five long days. He feels the location of the series, on the tide swept and unpredictable English coast, makes it a poor place to hold such an important international regatta. Many other racers came away with the feeling they would prefer to sail the Sardinia Cup in Italy and Hawaii's Pan Am Clipper Cup.

Ron Love, another southern California professional (from Sparcraft), sailed on *Intuition* and called the series a "crap shoot". Light air, windshifts of 50 to 60 degrees and strong currents favored those who lucked out by being in the right place at the right time. "It was like sailing on San Francisco bay with no wind and stronger currents," he said.

During the Channel race from England to France, Ron recalled *Scaramouche*, driven by Robbie Doyle, did a great job getting to the French mark and then tacked out into the current. Sailing into a big hole she was soon 9-miles leeward of later rounding boats.

Another Californian in the Admiral's Cup was San Diego's Gary Weisman of North Sails. After failing to get a berth on an American or Italian boat, Gary lined up a spot on the Irish entry *Regardless* and helped her to fourth overall in this, his fourth Admiral's Cup. Like the others, he complained about the lack of wind; and even when the breeze materialized — as it did for one inshore race — the beats were heavily favored on one tack.

Weisman also voiced strong criticism for mixing the Admiral's Cuppers with the 600 plus entries in Cowes Week, and he called the Channel Race an English version of the Ensenada Race with 250 boats ranging from 22 to 70 feet in length. The smaller entries started first causing everyone to converge at the weather mark together. Considering the great expense of time and money the Admiral's Cup entries commit to the series, Gary feels they deserve better racing conditions. He even advocates the Pan Am Clipper Cup series be scheduled to go head-to-head with the Admiral's Cup to "blow them out of the water."

The racing controversy which plagued the American selections at the SORC caused some fallout in England. All the boats were carefully measured before the Admiral's Cup, sometimes more than once. Ullman and Weisman felt that the ratings flap has probably helped clean up the sport and makes those tempted to cheat think twice. It felt good, said Weisman, to know a boat was going fast because she was sailing well, not because somebody pulled a fast one during measurement.

Ullman still feels penalties for those who broke the rules were not severe enough. "They picked on an old man [Williwaw's Seymour Sinnett] who was sick in the hospital, and threw him out of sailing for two years," Dave said with some anger. "That's not too impressive."

Scaramouche's owner Chuck Kirsch may have summed up his feelings on the wind-starved 1981 Admiral's Cup and the American rules violations by stating: "Next time the rules breakers should have to go on the Fastnet as punishment!"

And what of local hero Tom Blackaller? After having his SORC-winning *Louisiana Crude* sold from under him, Tom sailed on one of the Italian entries, *Brava*. They didn't do all that well in the racing even though *Brava* was touted as a light air boat. Tom missed one mark in a race and received a good douse of needling about it when he returned to the dock. Nevertheless, with the departure of Ted Turner from the international yacht racing scene, Tom has stepped into the role of yachting's "colorful character".

kobe

but overall went smoothly. Lots of unfounded rumors about problems at end. Have 25 sides of tapes to go through and many pictures. *Suntory* is giving me lots of professional pictures they've taken — including some great ones from last day to finish where fleet came out to greet me. I loved the Fujica — film is being developed here. We'll see you in a couple of weeks.

— Linda

SIGHTINGS

copper sheathing comeback

There's a company in England that's been testing a new/old bottom treatment for 12 years and are about to test market the results in the U.S. soon. "Cufo-Foil" is a sheet-type coating of foil-based copper-nickel-iron which comes in varying thicknesses. Application is not easy, but Frederick Mitchell of Dorset says it will last for 35 to 45 years! They developed it originally for commercial ships and now feel pleasure boats can use it as well.

Copper, of course, has been part of the antifouling business for years, long before it was employed in paints as cuprous oxide. We looked it up and found out the British Navy sheathed the frigate *Alarm* with copper in 1761 to protect it from the tropical teredo worm. Before that lead had been used, but it was hard to attach to wood and weighed too much. The copper also helped prevent the growth of barnacles and weeds. Unfortunately it also set up a dandy case of galvanic action with the iron bolts used to plank the hull. Twenty-two years later the British Navy shipbuilders switched over to copper bolts and solved the problem.

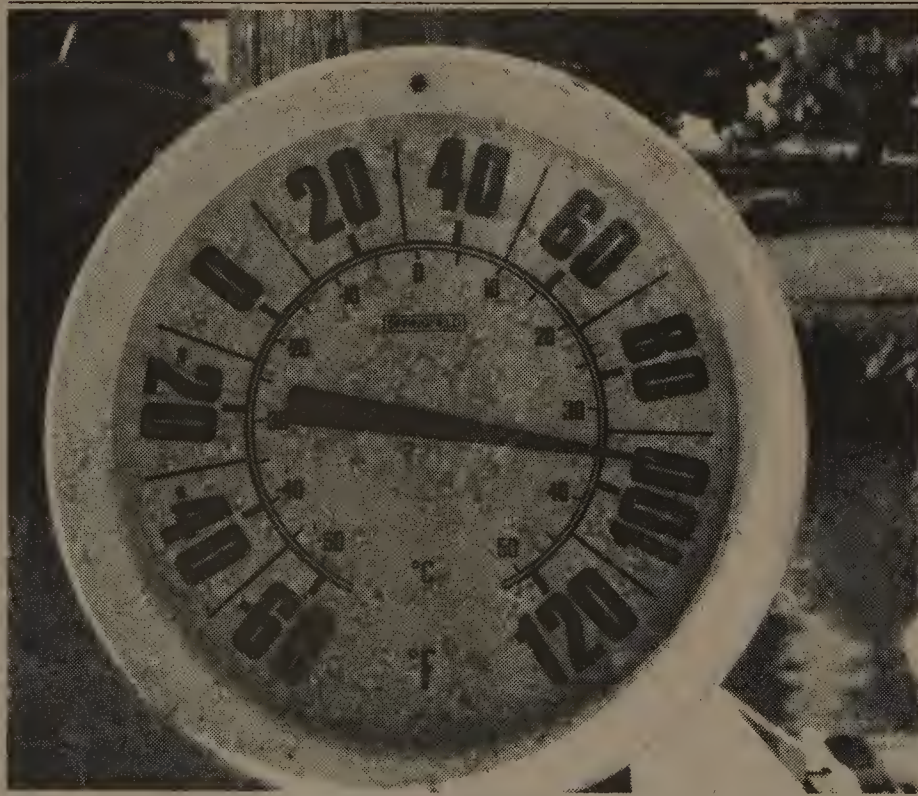
Copper sheathing became a popular practice after that, and even continues today. Harold Sommers' *Wander Bird* is one example.

holy jupiter, look at that mercury!

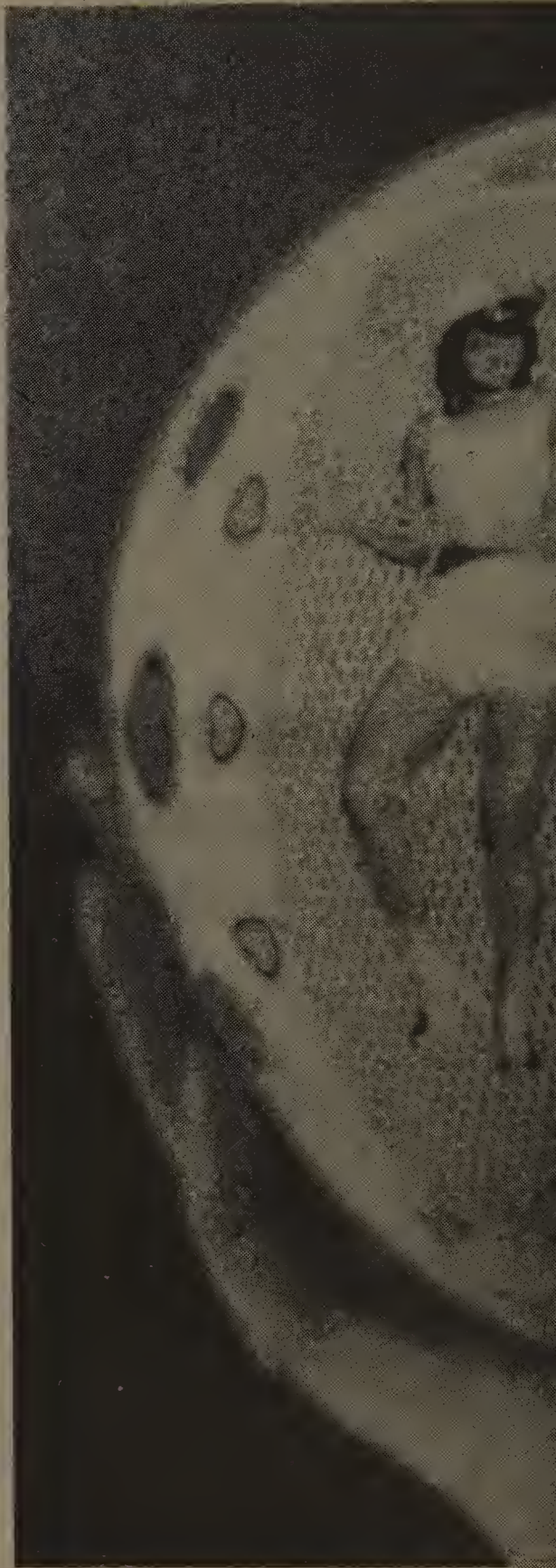
During a July cruise to the Delta we snapped this photo of a red hot thermometer at Korth's Marina. It's a typical valley temperature, about 30° warmer than a summer day in the center of the bay.

Fall is different. September and October are primo warm weather sailing months for both the bay and the ocean. The winds are a little softer, the air is often quite a bit warmer and sometimes the night's are even toasty. So folks you really want to set aside your upcoming weekends for some of northern California's most pleasant sailing.

If you sail the same old spots, why not set out for a new destination. Red-



wood City, Paradise Park, Ballena Bay, Petaluma — there's lots of great places to go in the bay if you give them the chance. It's also the best time of year for an ocean cruise. Overnights to Drakes or Half Moon bays are always great, maybe even a run down to Santa Cruz or Monterey.



lost and found

Found: Iridescent pink ball; between Kauai and San Francisco; early August.

Ball is eight inches in diameter, and covered with 24 ridiculous-looking hearts in a variety of colors. Also printed on surface are likenesses of four Oriental women in suggestive poses. Two dressed in white boots, hot pants. French-cut T-shirts enscribed with the word 'Pinklady', and wearing little white hats. Other two girls wearing black mini-



department

skirts with fringe on bottom, yellow halter tops, sandals, and coy expression.

Ball found in deflated condition, some water inside, with thin layer of barnacles. Presumed to have strong sentimental value to either young child or singlehander.

To claim, identify ball in detail and explain why four girls were abandoned in the middle of the ocean. Substantial reward expected.

pacific high

When's the last time you saw a Disney movie about ocean racing? A movie in which the camera closes in on a crewmember who laments, "We're fucked. Just fucked. Two miles from the finish line, in two knots of wind, and heading dead downwind."

We saw just such an animal August 16th at the Sequoia Fox Theatre in beautiful downtown Redwood City. Granted it wasn't a Walt Disney movie — he's dead — but his nephew, Roy Disney's movie. Roy is a long-time sailor, having raced his big green ketch *Shamrock* in a number of TransPac's (including this year's) and other ocean races.

A couple of years back he got the idea to do a small movie on the Newport to Ensenada "Enchilada Derby" that attracts as many as 600 entries. Things got out of hand, and before he knew it the filming project blossomed to include the use of a helicopter and multiple camera crews — including ones filming onboard the race's featured boats: Monty Livingstone's 50-ft. *Checkmate*, Bill Pasquini's 62-ft. *Ragtime*, and Kris Kristof's *Green Hungarian*.

Other than the fact that the movie ends abruptly, it's terrific. There's not a sailor alive who can't identify closely with at least parts of it, and racers will identify with all of it. The photography is almost always superb, and some of it is as dazzling as you'll ever see.

There's also some interesting non-sailing scenes: Kristof driving his Mercedes explaining why America has become his country; Pasquini going through his sailing junk pile bemoaning the prices; and Monte Livingston telling designer Doug Peterson that the owner "doesn't grind anything".

Nothing was censored so there's a brief topless shot, and women snarling because their husbands won't take them along; there's the normal amount of swearing and shots of people dead drunk. It's as realistic a picture of a short ocean race as we've ever seen, and makes sailing look fun as hell.

Those of you who race a lot will recognize many faces, and it's a kick to see such acquaintances in the larger-than-life world of film. The race turned into a drifting farce so the action isn't overwhelming, but as a realistic slice-of-the-



sailing life, it's just as juicy as you'll find.

We're terribly sorry we weren't notified of the movie early enough to inform our readers, but we'll try and give you sufficient notice next time it's around. It's called *Pacific High*, and we think all of you would enjoy it.

SIGHTINGS

boat shows I

September 11 to 20 is Boat Show time in the Bay Area. Alameda's Mariner Square will feature the San Francisco Bay In-The-Water show. The Northern California Marine Association (NCMA) puts on a two-part show, with boats 30 feet and longer in the water at San Leandro Marina and dry land displays at the Oakland Coliseum.

Queen of the Mariner Square Show in Alameda is the Swan 51 from Sweden. Sausalito's Hank Eason will skipper the boat in the Big Boat Series, between show appearances. Another Big Boat entry, Bill Lee's Santa Cruz 50 *Silver Streak*, will also berth at the show. The public can tour both boats at special times, which will be announced.

Local yacht designers Gary Mull and Tom Wylie, along with *Sailing* magazine's Bob Perry, will give seminars on their expertise. Also of special



interest are the general Flea Market on Saturday, the 19th, and one for sailmakers Sunday, the 20th, when sails and miscellaneous canvas items will be priced to go.

Here's a list of the sailboats scheduled to appear at the Mariner Square show: Ravage 36 (36-ft., 7,000 lb. ULDB from Sweden); Moore 24; Express 27 (Carl Schumacher's design); a full range of sailboards (with demos); Cheoy Lee 44; LaFitte 44'; Tiffany Jayne (C&B's new double-ender); Nordic 40; Cooper 42; Lancer 45, 42, 35, 28 and 44; Hardin 45; Nonsuch 30; Niagara 31; Catalina 22, 25, 27, 30; Perry 36; Norseman 44; Mason 43; Gulf 29; Fox 25; NorWest 33; Passport 40, 42; Pyramid 30, 660; Hunter 54; Morgan 41; Freeport 36; S-2 9.6; US-35, -30, -27, -25; Cal 9.2; Ocean 40; Fantasia 35; Peterson 34; Globe 38; Annapolis 35; Cabo Rico 41; Bahama 30; Tayana 37; Hobies; Lasers; Cape Dories; Montgomeries; Hans Christian 39 Pilot House, Hans Christian 43; Westwind 35; West Wight Potter; Kalik 40; New York 36 (designed for the New York Yacht Club); Newport 28, 30; Swan 51; Landfall 35 (by C&C); C&C 40, 32; Pearson 36 Pilot House, 40; Endeavor 40; Ericson 33, 30; J-30, -24; Watkins 28; Landfall 39 (Taiwanese-built); Olson 30; FD 12; and possibly the Freya 39 and Panda 40. Also on view will be the hand-picked "Brokerage Row", highlighted by the Spencer 53, which has a price tag of \$275,000.

The Mariner Square show hours are weekdays from 11:30 a.m. to 6:00 p.m. and weekends from 10:00 a.m. to 6:00 p.m. Admission is \$5.00 for adults, \$2.00 for ages 6 to 16, and free for those 5 and under; parking is free. A \$2.00 return pass, purchased at the same time you buy your ticket, allows unlimited return access for the remainder of the show. For more information call Karen Thompson at (415) 523-0940.

con't. on next sightings page

out of

Bernard Moitessier may be a first-rate citizen of the ocean, but as far as the U.S. of A is concerned, he's out of status and has been asked to leave. Evidently Bernard shouldn't have been working as a lecturer/teacher on his tourist visa, but being the honest kind of guy he is, he told the immigration service what he was doing. To

adam's cup

Ann Toschi and her crew of Peggy Patrick, Shary Irwin and Liz Baylis continued their winning ways August 8 and 9 in the semi-finals of the USYRU Women's National Sailing Championship. It's also called the Adam's Cup. The St. Francis YC team posted a 1,1,1,2 record to top second place. San Francisco YC's Marcia Peck, who had finishes of 3,3,2,1. Two other teams competed, both from southern California, but neither fared very well on the blustery courses set north of the Berkeley Circle. The entrants sailed a round-robin series in four J-24's. Corinthian YC hosted the series with Bill Fisher, a USYRU certified judge, heading the jury for the series.

dumping

The folks at *Practical Sailor*, a biweekly journal from Newport, R.I., recently took a look at diaphragm pumps and came up with some pretty disquieting results. They evaluated eight popular pumps on the market and found all of them failed to live up to the capacities claimed by their manufacturers. The only pump they felt good about recommending was the big Edson, which pumped 32 gallons per minute (gpm), more than twice than any of the others they tested save one. The aluminum model Edson costs \$151 and weighs a bit over 10 pounds.

The *Practical Sailor* also added some guides for installing and using pumps. Make the intake hose as short and nearly vertical as possible and mount the pump at the top of the lift above the discharge outlet. This leaves a minimum amount of water in the system to drain back after pumping. Put the

status

remedy the situation, he'll have to leave the country for a short time, and hopefully re-enter with a new visa which would allow him to work. The new visa would be good for a year, during which time he can apply for permanent resident status. We certainly hope he works everything out and we continue to benefit from his gentle elegance.

semis

Toschi and her crew qualified for the Adam's Cup finals, scheduled for August 29th at Port Townsend, Washington. Ann said she was looking forward to the trip north, especially the challenge of the regatta. She was a little nervous about lighter airs — her crew hadn't much, if any, time working with a genoa, but she didn't expect drifting conditions. Eight teams from all over the U.S. will compete in the eight race, round-robin series, also in J-24's.

A northern California team has never won the Adam's Cup, although finishing second in 1968 was skipper Martha McDougal of the San Francisco YC. Anne McCormick, SFYC, finished fourth in 1979.

on pumps

discharge hole well above the waterline and lead it outside the boat (not in the cockpit).

Install the pump so you can work it standing up, preferably in the cockpit near the helm, so one person can both pump and steer. That frees other members of the crew to work on things like plugging holes in the hull. Put a strainer on the intake hose and make sure you can get at the strainer to clear away debris. Keep all hoses as straight as possible. Make sure you can pump comfortably for a long period of time.

Faced with a crises situation, people tend to panic and get exhausted quickly. Making your pumping system as easy and efficient as possible gives you one more safeguard. And finally, if you have to choose between stopping or slowing a calamitous leak or pumping, handle the leak first.

boat shows I - con't

The NCMA show, also September 11-20, will have over 50 sailboats; 30 of them at the Oakland Coliseum and 20 in the water at the San Leandro Marina. Making their Northern California debuts will be the Valiant 47, The 3/4-Ton Brighton 33, the Vancouver 42, the Cooper 35 and Cooper Seabird, and the Irwin 37.

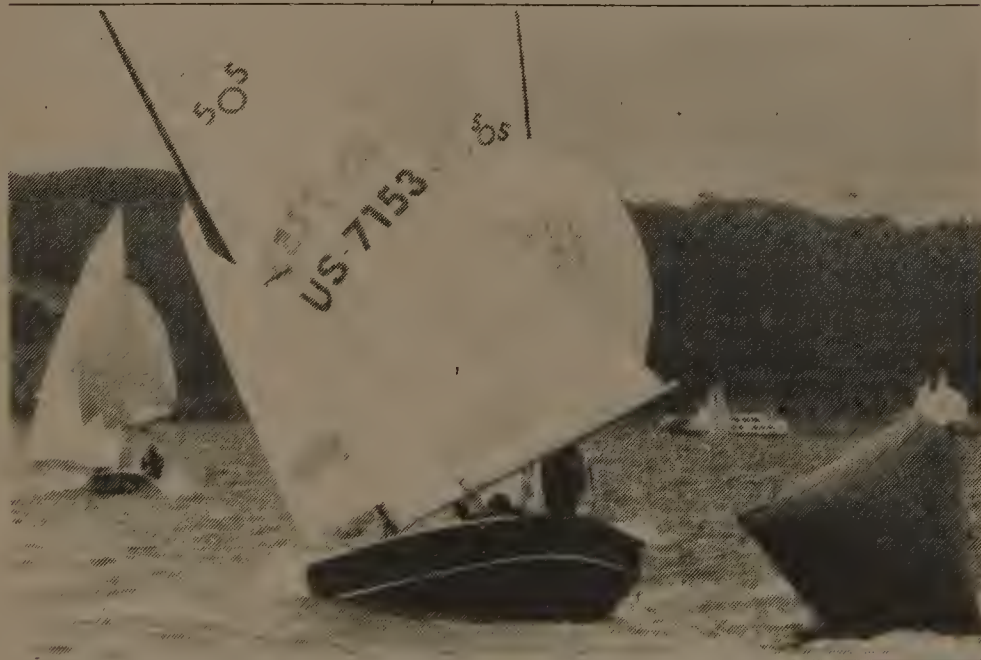
Show hours are from 5:00 p.m. to 10:00 p.m. weekdays and from 10:00 a.m. to 10:00 p.m. on weekends at the Coliseum. The San Leandro Marine display will be open from noon to 7:00 p.m. on weekdays and 10:00 a.m. to 7:00 p.m. weekends. The \$4.00 admission ticket gains access to both locations. Call (415) 521-0330 for more information.

505 worlds

Here's a shot of some 505 sailors working the bugs out in preparation for the 505 World Championships, which will take place on the Berkeley Circle from October 8th to 15th. The last-chance qualifying regatta will be the pre-Worlds from the 3rd to the 5th.

Already part of the U.S. contingent are locals Jon Andron, Sally Lindsay, and Jeff Miller, as well as 1980 North American champ Jeff Braugh from L.A., Ethan Bixby from Marblehead, Mass. (with Finn Gold Cupper Cam Lewis on the wire), and past world champion Steve Benjamin from New York.

The host, the St. Francis YC, expects a big crowd of British sailors (16 boats), including Peter Colclough, who completely dominated the class up



until an auto accident slowed him down a couple of years ago. There'll be good representation from Australia (8), South Africa (6), West Germany (6), Sweden (4), and Denmark (4); Kenya and Singapore are also sending one boat apiece. While not quite as fast as Aussie 18's, the 505's are nonetheless extremely high performance boats very competitively sailed. As one veteran of the class once put it: "You've got to scare the piss out of yourself to sail the boat well."

can't always get where you want

A summer sail from San Francisco to Hawaii is generally an easy one; we say generally because there are no guarantees on the ocean. A combination of bad weather and seasickness can eliminate the plans of even the best boats

con't. on next sightings page

SIGHTINGS

where you want - con't

and crews; such was the case with two bay area boats this summer.

In July, Peter Hoppe and his wife Jerry White set off for Hawaii in Skua, a Freya 39 they had completed from a bare hull. Accompanying them was Mike Price, who had also built his own boat, Moonshadow, a 37-ft. Brown trimaran. They were only 38-miles out when they hit an unexpected gale accompanied by 14-ft. seas which continued to grow. All fell victim to seasickness, although Peter recovered fairly rapidly. With Jerry and Mike still very sick and weak (despite anti-seasickness wristbands), and Peter drained from fatigue, they decided to return home. Peter and Jerry spent some time in the Delta drying off and warming up, and then took off for a summer of sailing in southern California.

Much the same happened to Bob and Donna Maytham of San Bruno, although with more trying consequences. Bob's been sailing for about 35 of his 50 years, and he and Donna decided to take Thunder, their Valiant 32, to Hawaii for a month of cruising. Like Skua, Thunder was thwarted by a devastating combination of bad weather and seasickness, and eventually spent their summer cruising in southern California. Here's Bob Maytham's more detailed account of Thunder's experience.

Dear friends,

Sorry to disappoint you with the news that we didn't make it to Hawaii — sorrier than you can imagine. We were prepared for everything except debilitation, and that's what did us in. Tired before we left, because of the long days of hard work trying to get ready, we were a week behind schedule when we left Oyster Point at 0715 on June 10th. (We started to leave on the 9th but the new batteries wouldn't start the engine!)

We cleared the Golden Gate Entrance at 1100 and headed southwest. It was perfect sailing, with everything up, a warm sun and a smooth sea. The northwest wind built up, and by the time we decided to drop the staysail we had to lower the jib instead, and then put one reef in the main. My prescription seasick pills didn't work so I was in trouble already, but it was a gorgeous night and at dawn I think I saw the green flash just before the sun came up, dead astern. The wind had dropped considerably by then so we set full sail again and by 1100 we had logged 121 miles. The wind built all day — 10, 20, 30 knots — then 40 steady with gusts to 50, and wind-waves typical of a whole gale, which lasted for four days.

Under a double-reefed main and small stays'l we ran south with it, and finally had to drop the main, too. There was comparatively little swell, but the waves astern were as high as our two-story house. We lifted nicely except when we got turned broadside, and then they would break over us. We couldn't cook or eat, and I kept losing fluids, becoming weaker. Donna was on the helm all night, with some help from the steering vane (I accused her of fighting it but didn't argue) so she eventually wore out and we had to secure the last sail and run under bare poles.

Surprisingly we were able to reach Monterey Group Coast Guard on VHF, and from the Loran readings I gave them (I couldn't do any plotting even if I could have held myself near the chart table) they gave us our position: 200-miles west of Point Conception! Our physical conditions (especially mine: I lost 10% of my body weight in the four days) was such that we would be foolish not to change destinations, so at dawn the next day I started the engine to head in. Right away a line washed overboard and got wrapped around the prop, which stopped the engine and our ability to generate electricity.

The tabs from 2 portholes had already been broken off by waves breaking over us. I drilled and bolted those down, but the water came in as if from firehoses and if any more ports went, we wouldn't be able to pump. Neither of us had the strength for manual pumping, and our batteries would soon be

con't. on next sightings page

we have winnah!



boat shows

Just in case you missed the notice on the previous Sightings page, we'd like to remind you that there are two, that's right, two boat shows this month.

The Alameda In-The-Water Show at Mariner Square runs from September 11 to

Remember this drawing as the "Ah 'So Kazi" caption contest from last month? Well it is, and we have a winner all the way from Seattle in the apple state of Washington.

He's David O'Steen who says the capsized sailors are Tom Blackaller and Dennis Conner. After dumping twice directly in front of the St. Francis, Tom turns to Dennis and says, "We'll never live this down, they'll probably even hear about it in Japan."

They probably will, and congratulations to you David, you get a free subscription to *Latitude 38* and a free Classy Classified; use them in good health.

Honorable Mention goes to Guy Ridley who came up with a caption for each of the seven segments: 1. This won't take long. 2. Now shake her up good! 3. That's enough, let's turn her over. 4. Here they come! 5. Uh-oh, they're still dirty. 6. Another rinse should do it. 7. Next time let's take 'em to the laundromat.

Dishonorable Mention goes to 'K.C. Bilge Rat', who wrote the following letter:

Obviously these folks are engaged in the Tibetan lost art of boat rolling. Originally the idea was stolen from French Canadian lumberjacks and brought to the Orient around the fifth Century B.C. This little-known technique is used in narrow channels when the wind is heavy and gybing is most dangerous and difficult.

My roommate insists these fellows are trying to right the boat without first heading into the wind, hence it blows over as the sail fills. But he takes drugs and has fits like this all the time.

P.S. — I set drinks on my Pearson Coaster all the time, and obviously you missed the point in my last epistle. We don't sail, we motor, anytime we can. Perhaps you could answer a question for me: What are all those nylon laundry bags for up forward? And do you know where "Genoa" Laundry is?

K.C. Bilge Rat

K.C. — You wrecked putt-putt, those aren't laundry bags, they are sailor's prophylactics.

boat shows

the 20th. The Northern California Marine Show at the Oakland Coliseum and the San Leandro Marina also runs from September 11 through the 20th. Details on the shows can be found on the previous two pages.

where you want - con't

dead. I was reluctant to try starting the engine and reversing the prop to unwind the line because, first, the power required for starting would be a tremendous drain, and second, if the shaft or strut got pulled out we would soon go down. Our stays'l halyard had unshackled itself and tied knots around the mast and headstay so we couldn't sail. So, with the power still up I radioed for a tow and Monterey gave us an ETA of 12 hours.

That night we heard the cutter that had been sent to us being diverted to a Morgan 41 about 50-miles north of us, in worse shape than we were. We could hear the pilot of a PBY from Sacramento say "things are getting wormy here" and we learned from other pilots that the 38-ft. *Galaxy* just south of us, was filling up and being abandoned. Coast Guard helicopters from San Diego, refueling on the carrier *Constellation*, lifted her crew of 3 from a raft, and we heard talk of another boat in trouble.

Meanwhile, we lay ahull, listening for the waves that would hurt us. We could hear the bad ones coming, and they felt like a train wreck. We tried to keep warm in our full winter clothing with foul weather suits, wrapped in wet blankets and sleeping bags, and we talked about our little garden at home. Every hour we called in our Loran numbers so the Coast Guard could track our drift and ask "How ya doin', skipper?"

The second cutter was turned back by heavy seas and the 210-ft. *Venturous* eventually came out from Terminal Island. She suffered wave damage on her bridge deck, had rafts washed off her main deck, and in her machine shop an 8-ft. lathe broke loose. The whole crew was sick, but they found us — south of the Mexican border — ("dead-on", from our Loran position) around 1:30 in the morning on June 15th. They stood by and watched our masthead strobe light all night, while we slept, exhausted.

At dawn we had some radio discussion about our ability to rig a tow-line versus their ability to launch a small boat in those seas. Eventually their 26-ft. diesel-powered steel boat came out, with a crew of 4 strong young men in wetsuits and hardhats. We dove into that while the waves brought us together and apart some 50-ft. at tremendous speed. The hulls banged a few times and we took some damage but they did a good job. We laid off while two of them took our jibs and anchor off and rigged a tow line; we could see them when we were both at the tops of waves, and Donna cried at the sight of our little boat, while I kept falling asleep.

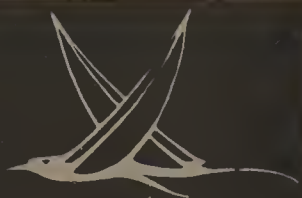
We were aboard *Venturous* by 1100 where we were put in an Officer's cabin, fed some hot soup and had our clothes dried. Donna showered while I sat and bawled like a calf, then I showered and we wrapped ourselves in blankets and slept. We had some supper in the wardroom that evening, and started drinking shaved ice and orange juice. We were so thirsty, we must have taken 2 gallons apiece!

The next day Captain Chapman gave us a tour of his ship, from the flying bridges to the engine room. That was fascinating, and everyone was so nice to us during our 2 days under tow. The crew was on double duty because they couldn't get everyone back to the ship, having been on maintenance status. Normally, she carries 7 Officers and 86 Enlisted Men, many of whom met us as we docked at Terminal Island (Long Beach) on the 17th.

Thunder had been transferred to a 41-ft. boat outside the harbor, and she was tied up at the C.G. Station when we got there. I hired a diver to clear the line from the prop while 2 of *Venturous'* crew took Donna to find a marina and a motel. Our batteries were down to absolute zero but a few hours of charging brought them up enough to motor some 2 miles to a \$16-a-day marina, and we got a cab to the motel.

Next day we started hauling everything out on the pier to hose it down and wash the inside with fresh water, and survey the damage. That took 3 days, because it was hot and we couldn't work very long without a rest. Our friends from *Venturous* hauled me up the mast to untangle and retrieve the

con't. on next sightings page



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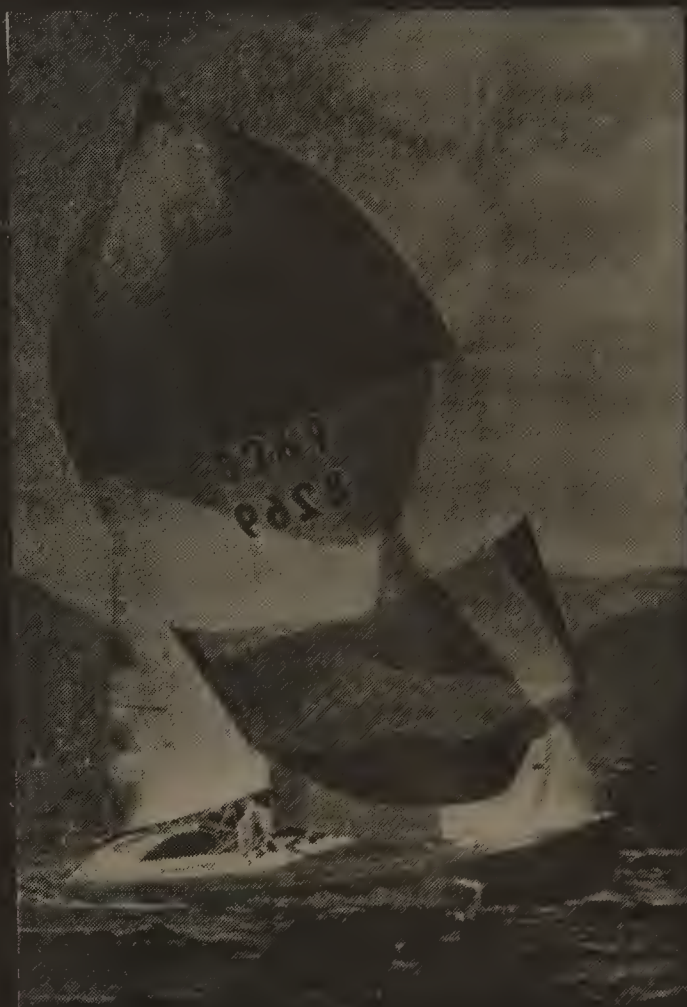
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SIGHTINGS

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halyards; we rented a car to get to the laundry, grocery store and motel, and our spirits improved.

On June 22nd we sailed to Newport where the Valiant dealer helped us get our sails resewn, stanchions welded and some \$250 worth of gear replaced. After a week there we sailed to Catalina where we spent July 4th in Avalon Harbor, and we have thoroughly enjoyed harbor-hopping up the coast. We returned to Oyster Point on August 6th; took our little dog sailing on the 8th, and began working on our garden on the 10th.

estuary madness

The idea came off as a little wacko, but then El Toro sailors have built up that kind of reputation for themselves. Who else would sail across some of the roughest sailing waters in the world in an 8-ft. open dinghy as they do every year in the Bullship Race? The latest display of Toro chicanery was the first annual "Estuary Madness" half marathon on August 1.

Twelve entries wound their way from Estuary Park in Oakland to the San Leandro Marina, passing under three drawbridges and in front of the Aeolian Yacht Club along the way. The race covered 13 miles, 185 yards, which is half the distance of a foot race marathon. It took winner Dennis Silva three hours and 14 minutes to complete the course, which is about the time it takes a good runner to complete the full 26-miles in the Boston Marathon. That tells you something about El Toro sailors.

Second through fourth places went to George Martin, Frank Healey and Charles Keiser.

electric radio

If you're looking to get your radio operator's license or bone up on marine electronic practices, Contra Costa College in San Pablo may have the answer for you. September 10th at 7:00 p.m. marks the first class of Radio Theory (Electronics 252), which has expanded recently to cover all five amateur class licenses as well as the commercial class license. The course is open to both those with and without prior radio training. The spring semester class (Electronics 253) completes the course.

Contra Costa County residents receive free tuition, as do people from other bay area counties which grant out-of-district permits. Registration closes September 4, and you can call (415) 235-7800, extension 281, for more information.

Marine Electrical Practice (Engineering 198-080) starts "around October 15" and covers such topics as fundamentals of electricity, boat wiring, electrical planning, materials, tools and techniques. Batteries, chargers, corrosion phenomena and control measures receive special attention. Inquire at (415) 235-7800, extension 224, or call instructor Steve Dodge at 233-5833.

solar sailing

The Santa Monica Community College offers this description for one of its upcoming special lectures on "Solar Sailing":

"Gossamer sailing ships using hundreds of square kilometers of molecule thick plastic 'canvas' to catch the sun's gale of radiation drift serenely from planet to planet. This vision is not science fiction fantasy, but a glimpse of the future, as planned by space scientists studying passive light propulsion, or solar sailing. The World Space Foundation, based in south Pasadena, is already constructing one for the space shuttle of the mid-80's. A representative of that organization will give their progress report."

Beam me up, Spock, and trim the jib.

no parking

If you thought San Francisco had tough parking laws, wait 'til you hear what Sausalito has to offer. The Sausalito City Council recently passed an ordinance (#986) which regulates "berthing, anchoring, mooring, or storing of any boat, vessel or other watercraft in certain waters of the city." They define a boat as any kind of floating craft or vessel. In order to "park" your boat in these certain waters for more than 48-hours, you have to get written permission from the city beforehand. Violation of the ordinance brings up to a \$100 fine.

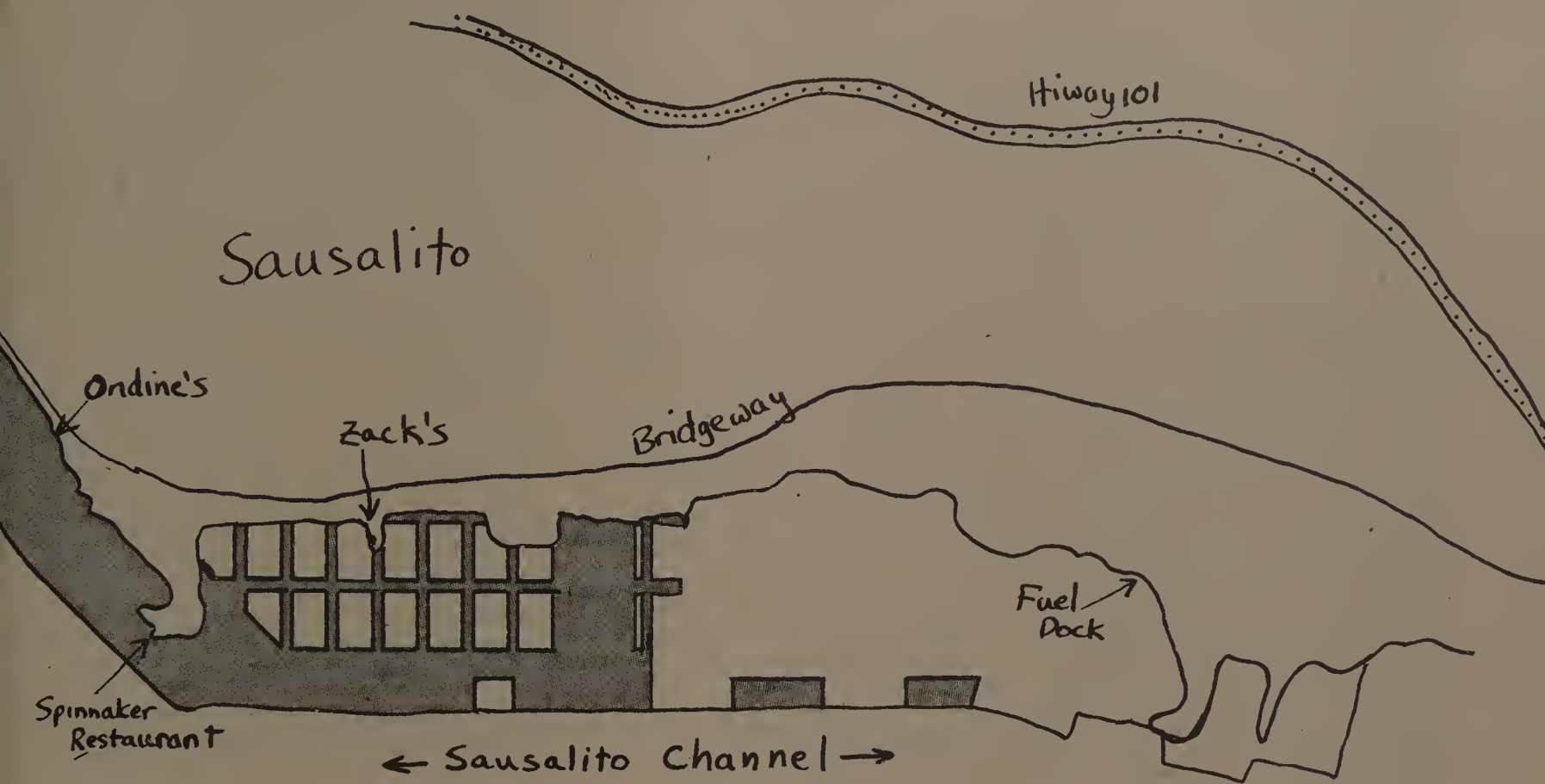
And what are these "certain waters"? The shaded area in the map gives you the picture. Roughly, the restricted parking zone extends from the southern end of town (at Edwards Avenue) to the northwest as far as Mono Street, and extends 600-ft. out from shore. The unshaded rectangular areas are privately owned and include Pelican Harbor and Sausalito Yacht Harbor.

The ordinance was passed on May 4th and was to have gone into effect 30 days later. A check with the city clerk shows they have yet to put it into effect, pending the establishment of a bail schedule by the Marin County court. Then if you do get ticketed you can either pay by mail or appear in court, just like an auto parking violation.

The city's reasoning for the ordinance stems from wanting to keep the "fairways" clear and to prevent people from anchoring in the channel for long periods. Previously

oxy-fuel

The Bay Area Marine Institute (BAMI) announced that its fall classes, starting in September, will feature boatbuilding, celestial navigation, marine electricity, Coast Guard operator's license review, engine mechanics, lofting, marine surveying, piloting, yacht racing, sailing and more.



the city had no legal recourse in such situations.

City Clerk Janet Tracy contends people will be warned if they are in a restricted parking zone before they would be ticketed. If they fail to heed the warning, they run the risk of getting tagged. Boaters can obtain permits applications at 420 Litho Street or by mail from the City Manager, P.O. Box 127, Sausalito, CA 94966.

It's easy to assume the appearance of this ordinance ties in with the "manhattanization" of the Sausalito waterfront (there are a few commercial developments being built currently), and the displacement of "boat people", some of whom have lived there for years. We don't know how much to make of the tie-in, and we're sure there are plenty of arguments on both sides.

In any case, watch out for the water meter maid, to see if she puts chalk marks on your topsides.

with bami

Also, Bernard Moitessier will give master classes and there will be two new welding classes: oxy-fuel and arc welding. You can get a catalogue for the 1981-82 schedules from BAMI, Pier 66, S.F., CA 94107, (415) 552-4500.

and the moral of this story is...

There's a cruising moral to the first half of this story — see if you can find it.

Frenchman Baron Arnaud De Rosnay likes to do wild enduros on wind-surfers. For example, he boardsailed from Russia to the United States (taking the shortest route — across the Bering Straits). Then he tried to boardsail 700 miles from the Marquesas to Tahiti. He didn't quite make that one, landing at Ahe, where we come to the point of this story.

You see, lots of press people showed up on Ahe to report the story. Being nice guys they gave the 'chief' of Ahe (home to about 45 souls) a videotape of the hoopla and some footage of himself and his villagers. This was great with the chief, but he didn't have a Beta-Max to play the tape on. He was given one. Now all he needed was electricity. They gave him a generator. Then all he needed was gasoline to run the generator to run the Beta-Max to show the video tape.

They gave him the gas too, and for a brief time there was a happy ending with the chief and the villagers viewing themselves and their atoll through the questionable miracle of video tape. That is until the gas ran out. Once out of gas the thousands of dollars of technological sophistication was worth no more than its weight in sand.

This of course had nothing to do with the Baron, who is still fond of board-sailing enduros. In fact, July 6 he boardsailed from England to France in record time, aided perhaps by the pursuit of the French Coast Guard who wanted to cite him for boardsailing too far offshore. When they tried to cuff him on the beach, the Baron sailed back into the waves and across the Channel to Southampton, England, from whence he came.

Baron's record, one hour and 39 minutes, broke the old mark of almost 3 hours. During the stronger winds he hit speeds of up to 28 knots and completely dusted the pursuing French Coast Guard.

SIGHTINGS

chuck burns wilderness

Alameda's Chuck Burns not only designed the Wilderness 21, but evidently he also knows how to sail one, too. Burns steered his "#1" to victory over eight boats in the spinnaker division of the class national championships on August 22 and 23. Alameda's Robert Belforte was second in *Heidi*, and John Barker from Santa Cruz was third in *Milady*.

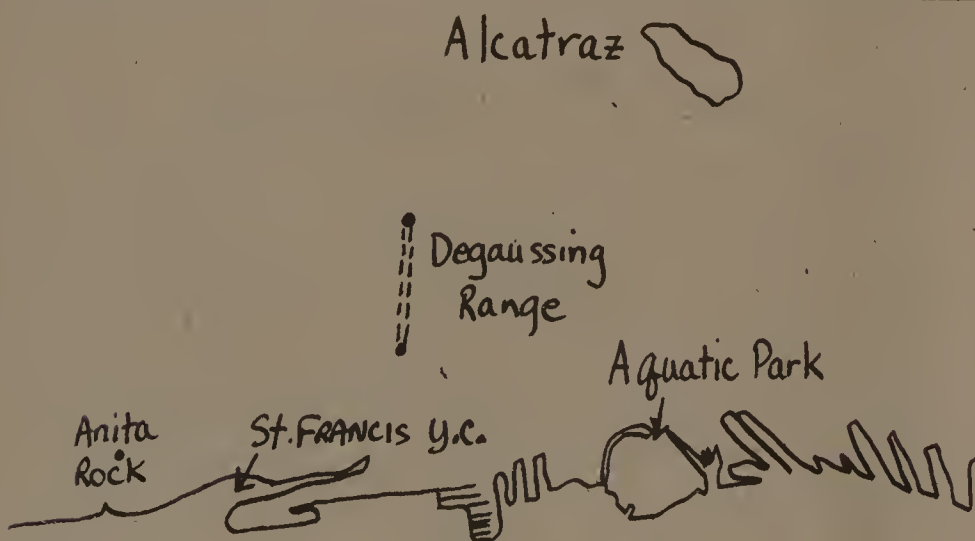
Winner of the chute-less group was Redwood City's Barry Levy in *Half Fast*. The fleets sailed on the estuary Saturday, and then ventured around Blossom Rock and Treasure Island on Sunday. Encinal Yacht Club was the host.

to degauss or not to gauss, what is the question?

The question that's puzzled us for years is just what in the world is the "Degaussing Range" off the St. Francis YC, indicated on chart 18649? From time to time we've quizzed folks who we figure might know, but to date nobody has.

Then just last week we were on the throne paging through the *Oxford Companion to Ships and the Seas*, and came across 'the word'. Here's what they had to say:

"Degauss to, or Degaussing, an operation of the Second World War by which ships were enabled largely to ignore the presence of magnetic mines laid in the water through which they needed to pass. The magnetic field created by the hull of a steel vessel was enough to activate a magnetic mine



over which she passed, but it was a relatively simple matter, once the polarity of the mine was known, to counteract or reverse the ship's magnetic field by passing a current through an electric cable encircling her hull. The polarity of the German magnetic mines was discovered when one was dropped by an aircraft, through indifferent navigation, into the mud off Shoeburyness in the Thames Estuary. It was recovered and dismantled and it was found that it was fired by a change of magnetism in the vertical field. With this knowledge, the degaussing of all ships were able to be put in hand. This did not lessen the need for all of the LL Sweep, as degaussing could not guarantee complete immunity, but it considerably reduced the risk of detonating the mines and also increased the confidence of the crews of merchant vessels when they sailed through waters known to be mined."

Okay, we figure we've got an elementary understanding of degaussing, but a 'degaussing range'? Our knowledge is certainly incomplete and we'd enjoy hearing an explanation.

what a

Last month's item on Sani-Fem, the plastic gizmo that lets women pee standing up, has created a bit of a sensation. The folks who manufacture Sani-Fems called up to say they've gotten numerous orders as a result of the publicity. They had been concentrating on backpackers, but now plan to go after the sailing market as well.

One of our staff sent away for her Sani-Fem soon after learning about it. Although she's not a sailor, she's found a great place for hers in the glove compartment of her

free marine

Are your bilges, lockers, and lazarettes filled with unused and scandalized marine gear? A cleat that was the wrong size but you never returned. Half a bilge pump you used for parts but have since left to rust. An old sail you'll never use.

Folks, you can probably turn such stuff into cold, hard cash October 3rd when Svendsen's Boat Works and the Alameda Marina put on their 9th Annual Marine Flea Market. There is no charge to either buyers or sellers.



everyone wants an island in the sun

pisser

truck. When she gets the urge on the highway, she just pulls over and — like a man — walks behind the nearest tree.

At first, she reports, she felt like she was going to go all over herself, but once she got the hang of it, it was great fun. It sure beat walking forever to find enough foliage to hide her naked buns in when she did it the 'old way'.

Just say you saw the triumph of science first in *Latitude 38*.

flea market

and commercial enterprises are not allowed.

The hours of the flea market are between 10 a.m. and 4 p.m.. In the past the best bargains have gone in the early hours. Most folks bring their own table to set up, drag along the kids, a picnic lunch, and make a day of it. It's a great place to met old acquaintances and reminisce about the summers' sailing. So make a big notation on your calendars: October 3rd, 10 to 4, Svendsen's Boat Works, 1851 Clement Ave., Alameda.

Here's two islands in the sunset — the Brothers — up past the Richmond-San Rafael Bridge. It used to be a full-on lighthouse but has since gone automatic. The keeper's quarters are now one of those new-fangled Bed & Breakfast places that go for like \$50 or \$60 a pop.

The photo was taken on the meteorologically meritorious evening of August 15, during the last leg of the St. Francis to Duxbury to Lightbucket to Vallejo Race sponsored by the Vallejo YC.

An OYRA race, this one suffered from poor turnout except by MORA boats — it was a championship race only for them. MORA I went to Ralph Harding with *Arranger*, his Ranger 29; he was followed by Carl Ondry in the Yankee 30, *Wild Fire*; and Alex Malaccorto in *Rocinante*, another Yankee 30.

Rolk Soltau's SC 27, 86'd, took MORA II; defeating Carl Schumacher's new Alsberg-built *International Express*; and Zot!, Bob Hrubes Choate 27.

MORA's IOR honors went to *Tequila Sunrise*, the Mull 1/4 pounder of Runyon/Friberg, which easily beat Larry Edenso's Peterson 31, *Stampede*; and Dick Heckman's Olson 30, *St. Anne*.

Sometimes ocean racing in northern California can be dreadful; sometimes it can be great. The Ocean-Vallejo was one of the latter, and you should have been there.

want back issues of latitude 38?

We don't have any, but DeWitt Sails says they've got copies of the following issues: February '80, August '80, September '80, October '80, November '80, December '80, January '81, February '81, and May '81. Stop by and pick 'em up.

DeWitt's is at 1230 Brickyard Cove Road, Point Richmond. Phone 234-4334 for directions. If you're zipping over there on a lunch hour, you might grab a bite at All's Fare in Brickyard Cove — they've got good sandwiches and a nice view of the harbor.

SIGHTINGS

reflections

The log on our boat indicates we've racked up 3,000-miles in the 18-months we've owned her. We figure that's a reasonable enough amount of time to evaluate some of its features and gear. So we stopped and made a list to share with you of the things we've found to be good — and bad!

The winners:

1.) Ports in the side of the hull; we've got four, plus two on the sides of the cockpit. We got this idea after wandering through Dave Allen's *Imp*, and have found them to be great! The ends of the boat are no longer dark caves, but light open spaces — a quality that's doubly important if you're living aboard.

2.) The autopilot. Four or five years ago we assumed these were for latent powerboaters, and maybe they are because we usually use ours while motor-ing. It's a luxury, to be sure, but one we've found to be well worthwhile.

3.) Color-coded lines, sheets, and halyards. These won't help your sailing that much, but if you have guests and new crew on your boat all the time it will save your sanity. "Pull the red one" is much easier for a novice to understand than "the line coming out of the mast head high on the starboard side." And what makes life easy for the crew makes life easy for you.

The solid color ones are the easiest to identify quickly, unfortunately, they seem to wear a little faster. They're worth it, though.

4.) Mainsail reefing from the cockpit. This is the only way to go, particularly on the bay where you should reef often but never feel like it. Why not be easy on yourself?

Things we wished we didn't have:

1.) Wood caprails, companionway cover, dorade boxes, and hatch trim. Our last boat didn't have any exterior wood and we didn't realize how well off we were. Some sailors would rather sand than sail — not us. Sure doesn't look as good, but we sure wouldn't feel guilty without the wood.

2.) Wood interior countertops. The countertops on our last boat were formica — yucky but practical as hell! Lining the boat's ceilings with wood trim looks great and keeps in interior dry — but make our countertops pale yellow formica.

Two things we never use:

1.) The Orinda Controls refrigeration system. It never really worked anyway. When sailing for a couple of days we've found it best to use the built-in ice box for normal food storage and a portable ice chest for stuff you really want cold. Works great.

2.) The Hi-Seas diesel heater. We never did get the hang of how to work it, and never found much occasion to use it anyway. Electric blankets keep the boat warm and dry if you liveaboard at the dock.

Biggest surprise on the boat:

1.) The electronics, because they all continue to work. Data-Marine digital knotmeter/log, Horizon VHF radio, Seafarer depthsounder, and an RDF whose brand we can't recall just now. We've been expecting them to screw up since day one, but they continue to work, work, work.

One thing we wish we had:

1.) More time to enjoy the best boat and gear we already have. All the extra gear is great, but even the simplest sailing soothes the anxious soul.

aren't there a lot

Yes there are, in fact more ads than in any previous issue of *Latitude 38*. Throughout our history of publication we've tried to be sure that each issue has at least 50% editorial content — and we've been pretty much able to do that. But not this month.

The problem is that we've grown — grown to where we should have been 168 pages this issue. We can handle it and have the extra eight extra pages of editorial copy all ready. But our printer can't take it. The deal

shipboard

Stanley C. Stockdale, a senior associate of David J. Seymore, Ltd. (San Bruno) will be presenting his paper on "The Design and Selection of Shipboard Microcomputer Systems" on September 10th. Sponsored by the Society of Naval Architects and Marine Engineers, the talk will delve into the world of microcomputers used on ships to automate navigation equipment, control autopilots, monitor engine room alarms, record vessel motion and stress levels, and calculate vessel trim, stability, and longitudi-

kostecki top junior



Richmond YC's John Kostecki, above, won the 1981 Sears Cup, symbolic of the

of ads this issue?

is that his bindery equipment can't take anything thicker than 160 pages — so for the time being we're stuck at that limit.

Boat show issues are always big, so the next issues ought to be a little smaller and we'll have no trouble meeting the 50% editorial level. And before the next boat show issue rolls around we'll try to make other arrangements so you don't get short-handed in the future.

computers

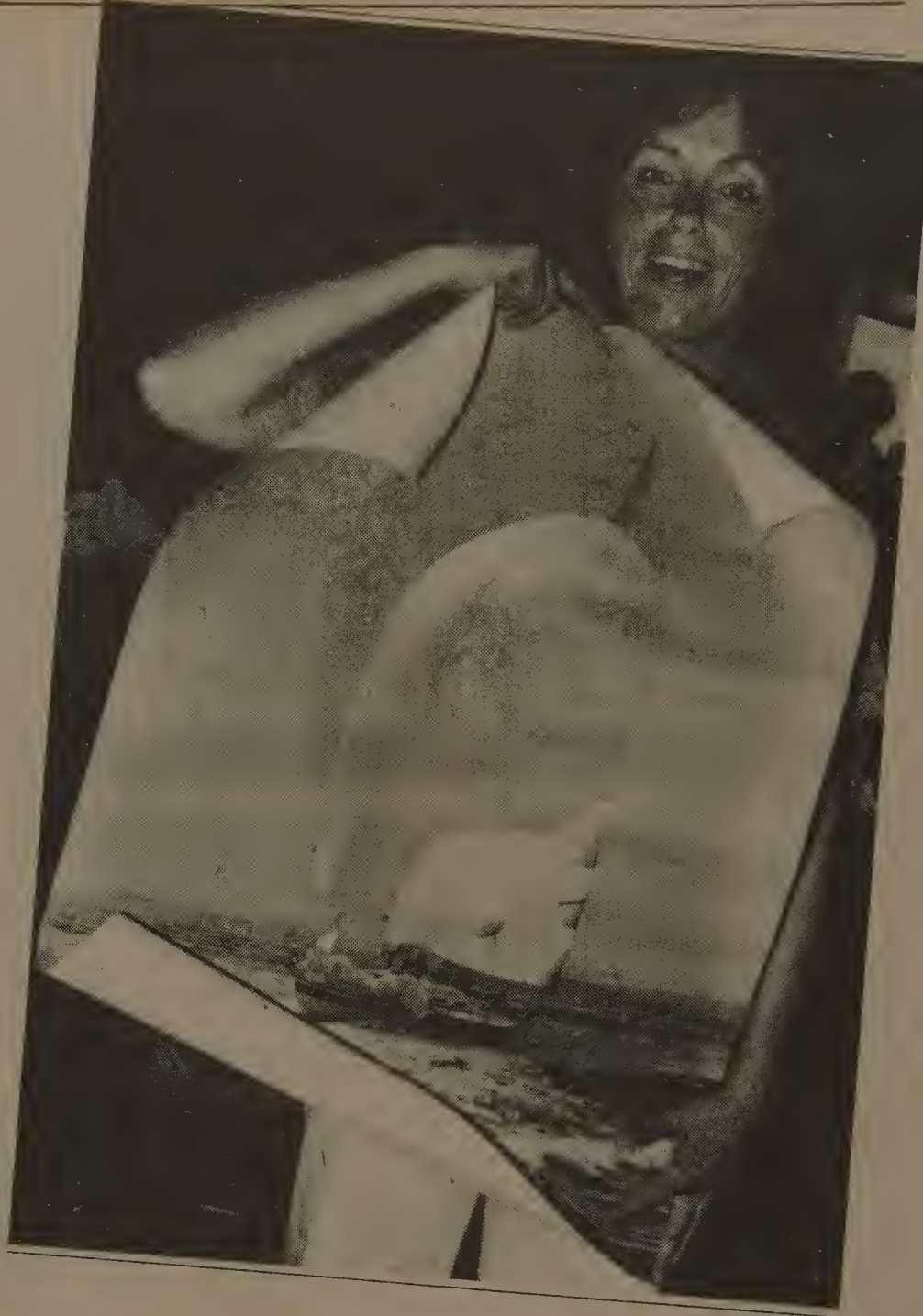
nal strength. Some of these applications might be appropriate for yachts. Mr. Stockdale will discuss the characteristics of microcomputer systems and will offer guidelines for implementing them.

The informal gathering, followed by dinner and the paper presentation, begins at 5:30 p.m. at the Engineers Club, 160 Sansome Street, San Francisco. Price is \$11.50, with half price for students. For reservations and more information call Gordon Firestein at 527-9382.

U.S. national junior's championship, on August 27. Kostecki and his crew of Albert Boyce, Rand Arnold and Mark Hemstead became the first team from San Francisco bay to win the Sears Cup, which dates back to 1921. Kostecki's name joins the list of past winners including such sailing luminaries as Arthur Knapp, and William Cox (both 12 meter skippers), Hood Sails' Robert Doyle, J-24 world champion John Koliis, and current Star North American champ, Andrew Menkart.

The 17-year old Kostecki, who lives in Novato, topped a field of 8 boats from all over the country. The round robin entries were held off Noroton, Connecticut, on Long Island Sound. Second place went to Harry Melges, son of Olympic sailor Buddy Melges, from Zenda, Wisconsin.

Melges led going into the 7th and next-to-last race, but fell to 5th while the Richmond team finished third. Afterwards they were credited with a second due to problems they encountered with the spinnaker halyard on the boat they drew for that race. In the finals, Kostecki covered Melges from start to finish and took first to sew up the victory. Their finish placings were: 1,2,2,2,2,4,3,1 — good enough to take the Cup.



why is sharon evan's smiling?

For a couple of reasons. One is because the boat pictured in the poster is the Santana 35 *Breakout*, which belongs to her husband, Gary Evans of Santa Cruz. Two is because the spinnaker (now wrecked) the boat is carrying was paid for by Sachs Shocks.

How's that? Sach's Shocks of Germany used to sponsor her husband when he raced Porche's so the Evans thought they ought to try to hit Sachs up for a spinnaker emblazoned with it's logo. Sachs must have liked the idea because as soon as they found out how much it cost they sent a check to get the sail made.

They didn't stop there. The manufacturer of car parts had 5,000 posters of the boat carrying the chute made and distributed throughout Europe. They went like hotcakes and may be up for another printing.

Commercialism on yachts has always been discouraged except on Aussie 18's, and more than a few racers in Monterey bay were relieved to learn that the chute has been torn to shreds. Who knows, however, about the future of commercials on sailboats. A Volkswagen dealer in Walnut Creek has a genoa with their logo on it; Harrah's advertises their Atlantic City casino on sailboats; and Louis Kruk has recently started 'Sail Ads', a company through which he hopes to sell Coco-Cola, Pepsi and other advertisers 'billboard' space on boats. You may not like this kind of stuff, but you may not be able to stop it.

CANAL

Early on the morning of May 4, 1981, fellow Californian Peter Pinkham and I pulled into Panama's Balboa Yacht Club to reprovise. As we did, we waved goodbye to our friend Bruce Morse, and his crew, on their way to transit the Panama Canal.

Bruce, owner of the *Yankee 30*, *Ghost II*, and his girlfriend Cindy had done some 'exciting' sailing during the past few months in various South American countries. Now they were anxiously anticipating some relaxed cruising in the San Blas Islands, located on the northeast coast of Panama.

Also aboard *Ghost II* in the capacity of line handlers were a couple Bruce had met a few days before, and Edson Jones. A single-handed ex-fisherman from Washington, Edson was a mutual friend of Bruce and mine. Mr. Gilbert W. Card, a transit advisor, had joined *Ghost* a few minutes before, dropped off by a pilot launch.

Under the advice of Mr. Card *Ghost* moved ahead, entering the channel that leads under the Bridge of the Americas, past the turning basin of the Panama Harbor, and into the entrance of the Miraflores Locks. There they waited a few minutes for a freighter to enter the lock ahead of them, after which they entered the lock together with the *Trinidad*. This latter vessel is a U.S. Commission tug, 120 tons, at the time skippered by Captain Robert J. Luttrell.

It is the normal and welcome practice for yachts to sidetie to tugs while 'locking through; thus bow, stern, as well as for'd and aft spring lines were tightly secured. *Ghost* was ready for lockage. Since their duties were not then needed, part of her crew went aboard the tug for a visit.

Water rushed into the chamber, and when it reached a depth of 30-ft. the double set of gates opened. The freighter ahead of *Ghost* and *Trinidad* slowly moved forward to the next chamber.

What was supposed to happen next is that the tug and sidetied *Ghost* were supposed to



Bruce's boat never had a ghost of a chance.

follow the freighter into the next chamber where they would be retied to the wall of the lock. The gates would then close behind them, and water rush in, thus raising the entire 'floating train' to the next level. But that was not to be.

The lines which held the 90-ft. tug's port side to the wall were cast off, and as her huge twin props churned the water, she slowly started moving forward and to star-

board — toward the centerline of the lock. Continuing to increase speed, she not only crossed the centerline, but continued on, moving dangerously close to the opposite wall of the lockchamber.

Sensing imminent danger Bruce began to shout "Back! Back! Back!" but to no avail. The tug and captive yacht continued to pick up speed and head ever closer to the rough cement walls. "Back! Back! Back!" Bruce

Waiting to lock through.





Ups and downs at the Panama Canal.



ALL PHOTOS BY THREE-AND-A-HALF-FINGERS MAX

continued to shout, even as *Ghost's* hull began to scrape the wall, and then crack like an egg under the unyielding pressure of the 120 ton tug.

Standing on the foredeck, my friend Edson was thrown off his feet. He quickly recovered and dove for the companionway. Seeing water cascading in, he grabbed the backpack containing his money and passport. He then proceeded to assist Bruce and Cindy off the boat; they weren't physically incapacitated, but their brains simply couldn't accept such a tragedy that quickly. In fact, Cindy had managed to find a manual bilge pump handle and had furiously attempted to 'save' the boat.

Thirty seconds after the impact, the crushed *Ghost* had sunk. I've been lead to understand that this was the first commercial traffic ever to sink in a lock. The Canal was closed for 12 hours, causing a loss in revenue of a quarter of a million dollars.

Exactly why the *Trinidad* proceeded diagonally across the lock, crushing *Ghost* into the opposite wall, I don't know. However, a few days after the sinking the Canal Commissions Board of Inquiry convened, finding it irrefutable that the accident was caused by *Trinidad's* negligence.

Although getting negligence established was easy, collecting money is another matter. Getting any money from the government is difficult, and word is that the eventual takeover of the Canal by Panama is further complicating the issue. There is also a big problem agreeing on the value of the boat and lost belongings. It may take as long as two years to settle. Needless to say this is a tremendous hardship on the boat's owner.

Adding insult to injury is the fact that Canal Commission Divers, who had come to scout ways to lift the wreckage out, pilfered equipment and valuables. As personal items

and parts were brought up, the lock employees were suspected of doing the same. All this under the noses of the Canal Commissions Security Guards and before the wreckage was released by the owner to the Canal. The stealing continued after the wreckage was deposited on a barge, from which it would eventually be deposited on a mudflat.

Homeless and shipwrecked, Bruce and Cindy have been treated poorly by the Canal Commission. The word among yachties is that the Commission is trying to set a precedent with pleasure yachts, making it difficult to collect money from them in the event of claims. Pleasure yachts are not big favorites with the Canal; each year they are a losing proposition to the tune of \$250,000.

Only one other vessel has been sunk in a lock before. A Canal Commission tug — named *Trinidad*.

— Three-and-a-half-fingers Max

OLSON 30 N.A.'S

If a competitive spirit is what it takes to win the Olson 30 North Americans, Kevin Connelly and *The Source* had the event won before the boom of the first gun echoed across Monterey Bay. The Santa Barbara sailmaker and his crew of Pat Griffin, Gary Burke, Richard Yabsley (III), Jim Yabsley, and a rubber figurine named 'Suckerman' all share a near obsession with games.

After six hard races of the North Americans they spent the evening playing 'shuffleboard' with ice cubes ("A great game"), and a three-coin game called 'Liars'. On the way to the start of the final race they competed to see who could tie bowlines the fastest. And when the N.A.'s were over, they sipped drinks in the Santa Cruz YC and simultaneously played 'Crazy Eights', Backgammon, and Dominoes.

Whether or not collective competitive spirit made the critical difference is impossible to say, but it couldn't hurt. This is the third time the Olson 30 championship has been held, and Connelly, with the same nucleus of crew, has won each time.

Kevin concedes that his most recent championship was the most difficult to win because of the greater number of entries — 33 in all. There were good sailors in them, too. Now that the Olson 30 has surpassed the Santa Cruz 27 as the most popular Santa Cruz ultralight in history, its championship has become a prestige title. This explains the number of sail lofts represented, including North, Watts, Sinbad, Horizon, Connelly, Swenson, Quicksilver, and others.

The 33 entries came from all over. A Florida owner chartered a Santa Cruz boat, while *Leiko II* was trailered all the way down from British Columbia. There were representatives from the big Seattle fleet, as well as San Francisco bay, Monterey bay, and all of southern California. Everyone hoped for a good combination of light and heavy winds during the seven-race series, which would give everyone a fair shot at the title. Unfortunately the Santa Cruz weather was mostly overcast, offering light winds in all but the first two races.

Two-time champ Connelly figured to be most vulnerable in the windier races, based on the assumption that he comes from the light airs of Santa Barbara. He disproved that notion by taking a 1st in one of those races, and explained that Santa Barbara is not exclusively a light air area. "It either blows zero to eight knots or twenty to sixty."

"Twenty to sixty?" we questioned.

"We warmed up for the series six weeks ago sailing a Santa Barbara YC race around Santa Cruz Island in 60-knots. I give my unending compliments to George, the boat may be wet in 60-knots, but it survives."

Kevin has been making sails in Santa Barbara for 11 years and is no stranger to ultralights. In fact, he made the original sails for — and later owned hull number 1 of the Santa Cruz 27's. "*Vanishing Point* convinc-

ed me that the light boat was the right boat," he says.

The Olson 30 may be a light boat, but the racers didn't take the N.A.'s lightly. Dennis Bassano and Don Synder own *Pacific High*, the Olson 30 prototype they built with George Olson. The boat is quite similar to the production boats, and it is common practice for such prototypes to 'get grand-fathered' into the class. Synder and Bassano



Above: First weather leg.

Below: Four to the shore.

Right: Everyone loves a winner. Kevin Connelly, right.



had their entry accepted, but then at the annual class meeting the night before the first race they were voted ineligible. Forced to charter an unfamiliar boat at the very last minute, they did much poorer than they expected.

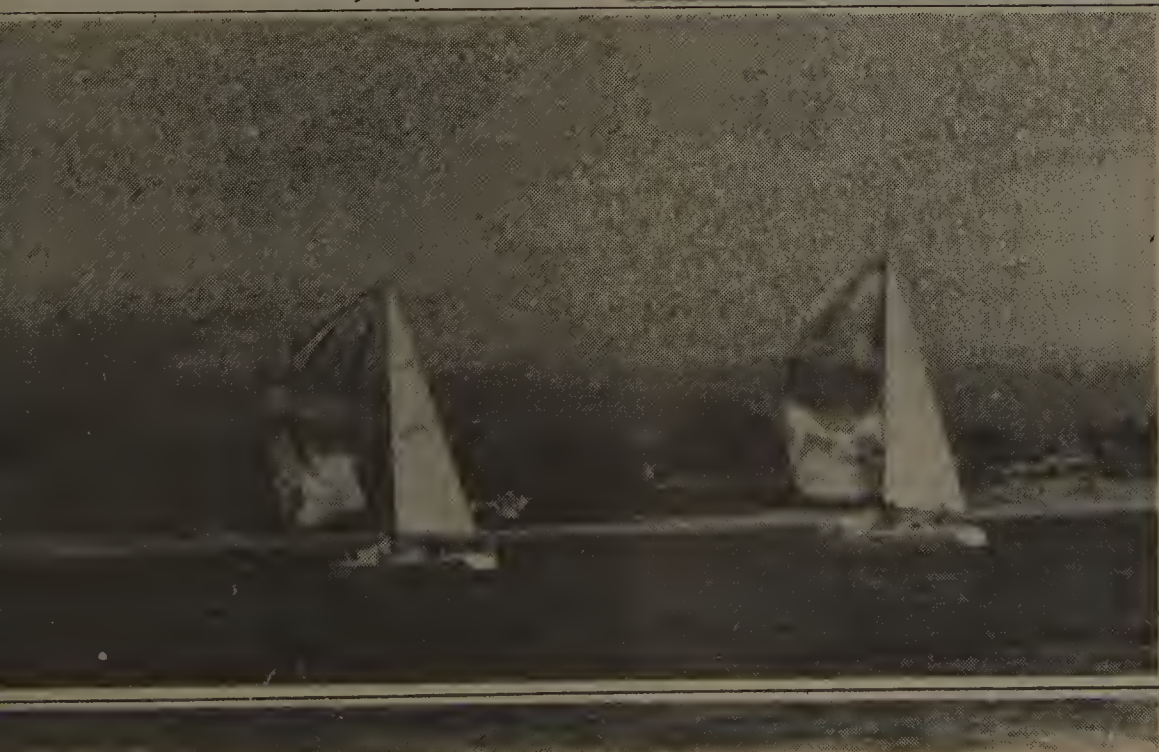
In somewhat the same vein Don Keenan's *Hanalei Flyer* was protested out of the first race for not being in the water by the deadline — although some put the blame on him for being excessively careless.

Ironically the series was designed especially to discourage an aggressive fleet from excessive protesting — seven races with no throwouts. But that did nothing to reduce the number of red flags hoisted. Much heat was generated in the hearing room, protests played a crucial part in the outcome of the series.

Connelly's *The Source* entered the last race with a comfortable 20 point margin because the top three competitors had virtually knocked themselves out by losing protests. Gary Swenson from Ventura would have been neck and neck with Connelly going into the last race had he not accumulated 37 of the 58¾ points with a DSQ in the third race.

The next two closest boats got knocked out by losing protests to Connelly himself in the 5th race. The Harvey Kilpatrick, Dee

LATITUDE 38



LATITUDE 38

Smith assisted, *Rapid Transit* was booted for a starting line overtaking violation and Billy Peterson on *Levity* was thrown out for a port/starboard infraction.

Connelly might sound like a sea lawyer, but he's not. "I don't like protests. These were the first two I've been in during the last ten years."

Kevin says his racing philosophy consists of just basic sailing. "We look for clean air — in fact, we'll go anywhere for clean air — and that usually gives us rocket starts. We concentrate on not getting the sails too tight in all the excitement and go for boat speed; the pointing will come later. This approach usually gives us the consistency we seek in a series."

Although assisted by local knowledge obtained in the bar — "when there is sunlight

OLSON 30 N.A.'S



LATITUDE 38

Heavy traffic in light air at leeward mark.

on the beach, go to the shore" — Connelly takes the traditional route in accounting for his success: "The crew working together and having fun together is the bottom line when it comes to winning." It's difficult to argue after three straight Nationals.

Kevin's *The Source* ended with 29½ points. Charlie O'Leary and Ron Dougherty of L.A., were 2nd in *Irish Stew* with 55½ points. Gary Swenson of Ventura was third in *Boogie Boy* at 58¾ points. Alameda's Dick Heckman sailed *St. Anne* to 4th place with 68¾ points; Jay Bennet was the top Santa Cruz performer with 67¾ points for 5th place in *Kabala*; he'd held a fairly comfortable second until faltering in the final race.

Race committee work, headed by Jack Haltermann and Chip Bemm was described as "f-----" hot; they ran a hard ass regatta right." Is there any other way? Next year's N.A.'s will be in Seattle.

— latitude 38

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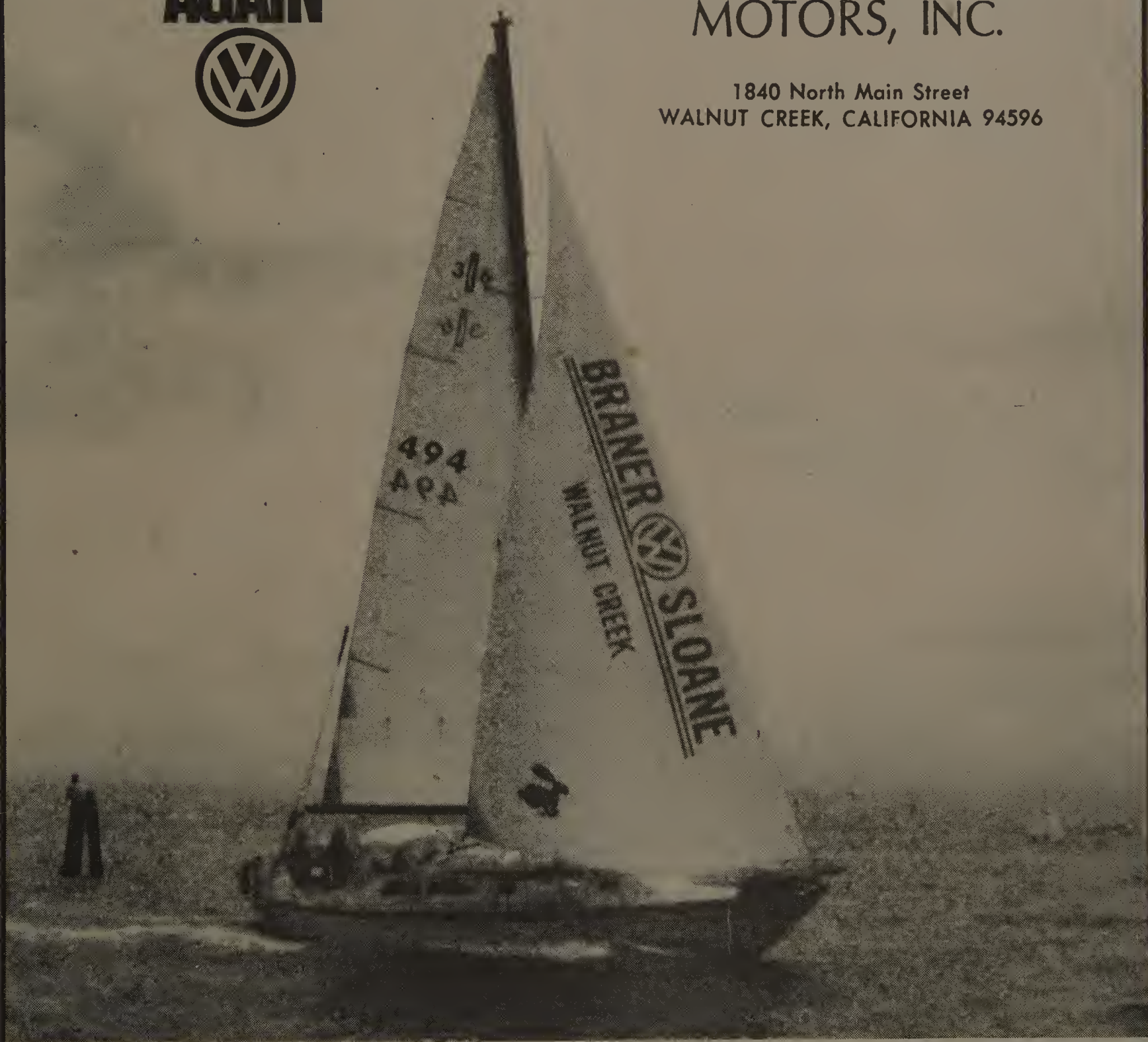


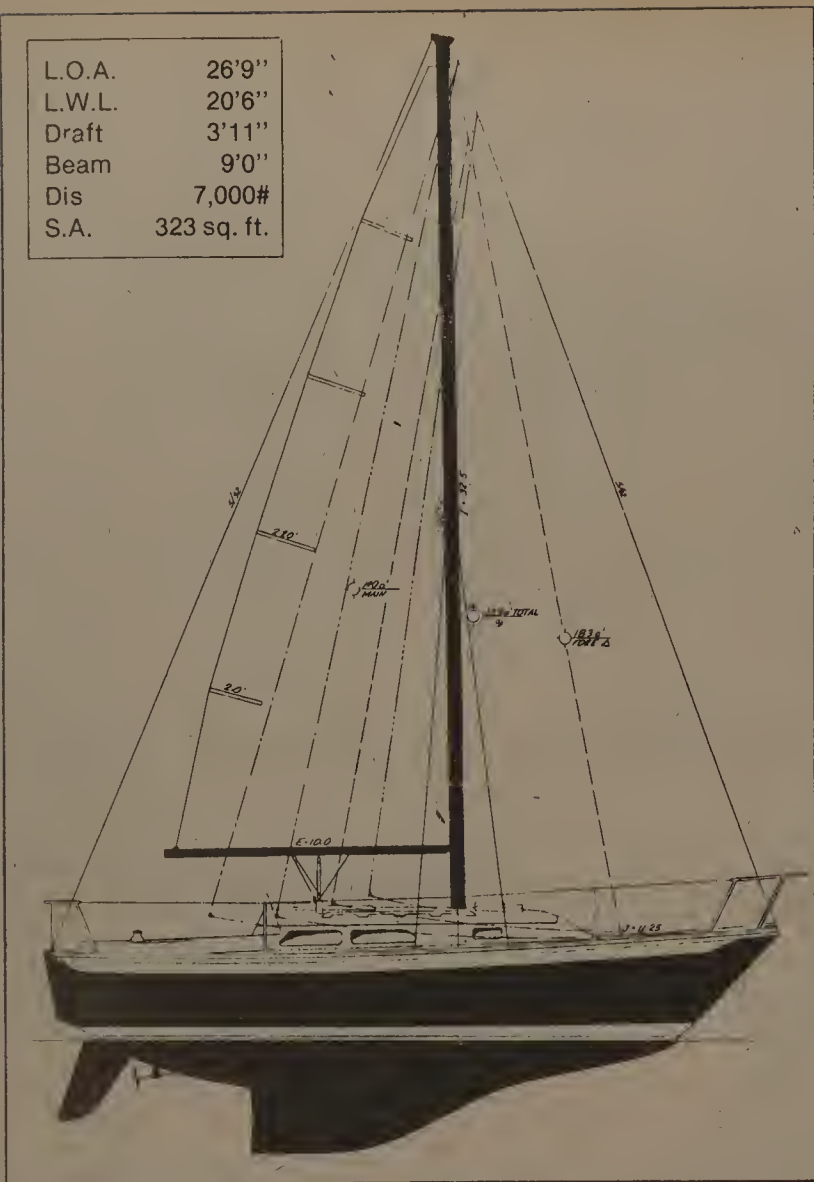
Photo and Sails by Harry Braun

Braner Sloane VW invites
Latitude 38 readers to come in and
discuss fuel injection; diesel cars;
front-wheel drive; this year's

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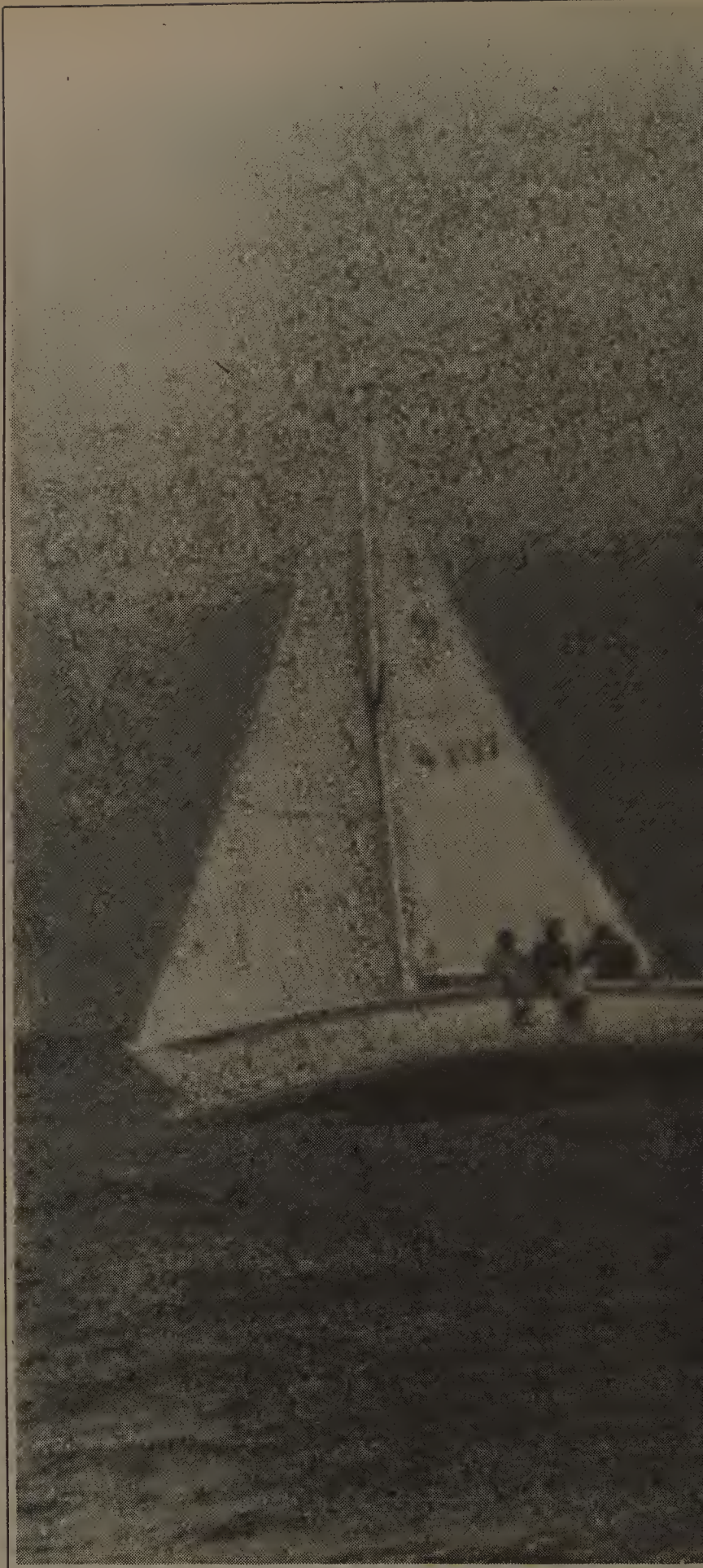
ERICSON 27 CLASS ACT

"I can't think of a better boat under 32-ft. Sure, there are better racing boats and there are better cruisers, but for a racer/cruiser it's the best. An Ericson 27 is strong, reliable, trustworthy . . . Hey, maybe I should have called mine 'The Boy Scout!'"

Phil Harris, owner, Ericson 27 Trippin'.

Irrational's Jaren Leet used to own one, so did *Black Magic's* Max Gordon and *Latitude 38's* Sue Rowley. Andrew Urbanczyk chose one to set his singlehanded record from Japan to San Francisco. And just this past July, nine years after the Ericson 27 came on the market, Sacramento's Barry Bevan sailed his *Good Times* to an upset win in the MORA Long Distance Race to San Diego, beating a fleet of brand new designs.

It's hard to find detractors of the Ericson 27. There's loads of freeboard so you don't get too wet. The keel is molded into the hull, not bolted on, so there's no chance it will fall off or work away from the hull. You can sleep five below deck and cruise comfortably with all the amenities. They're fast boats, too, with low wetted surface, making them a terror in light airs. In heavy air they're stable and won't scare the pants off your wife and kids. You can race YRA and not have to worry about flying a spinnaker — they only allow a 120% working jib and main. If you want to fly a chute, you can race in HDA (Handicapped Divisions Association). The boat rates well and, as Barry Bevan proved, still has a few bullets left in the



chamber.

We figured maybe a good way to tell you about the boat would be to tell you about some of the people who sail the Ericson 27. We'll look at it from both the cruising and racing angle, since there are such strong elements of both in the class.

Phil Harris is a state parole officer from San Jose. He and his wife Linda bought their Ericson in January of 1975; they owned an



LATITUDE 38° SHIMON

Islander Bahama 24 for two years prior to that. Phil had heard of the good reputation of Ericson boats and the 27 fit the Harris' financial bracket. Linda liked the interior and Phil liked the way the boat sailed. So they bought one, hull number 563, and called it *Trippin'*, after the popular expression. To Phil and Linda the boat represented their breakaway, their escape from the day-to-day routine, their chance to trip out.

Phil sailed out of the San Leandro Yacht Club until last year, when he moved north to Oakland Yacht Club on the Alameda Estuary. He

raced the boat for the first three years, winning the San Leandro Winter Series once. The last couple of years, though, he's cruised his own boat and crewed for Terry Owen on his Ericson 27 in the YRA one-design fleet.

The Harris' three sons have grown up sailing on *Trippin'*, and the oldest, Greg, is 16 and crews with his dad for Terry Owen. He also sails a Laser and has hopes of getting his own J-24 someday. Marc, 14, and Kevin, 12, enjoy the family outings, most commonly a day sail to Angel Island for a picnic in Ayala Cove. The recent move to

CLASS ACT

Alameda also gives the kids more opportunity to sail their Laser and El Toro on the estuary.

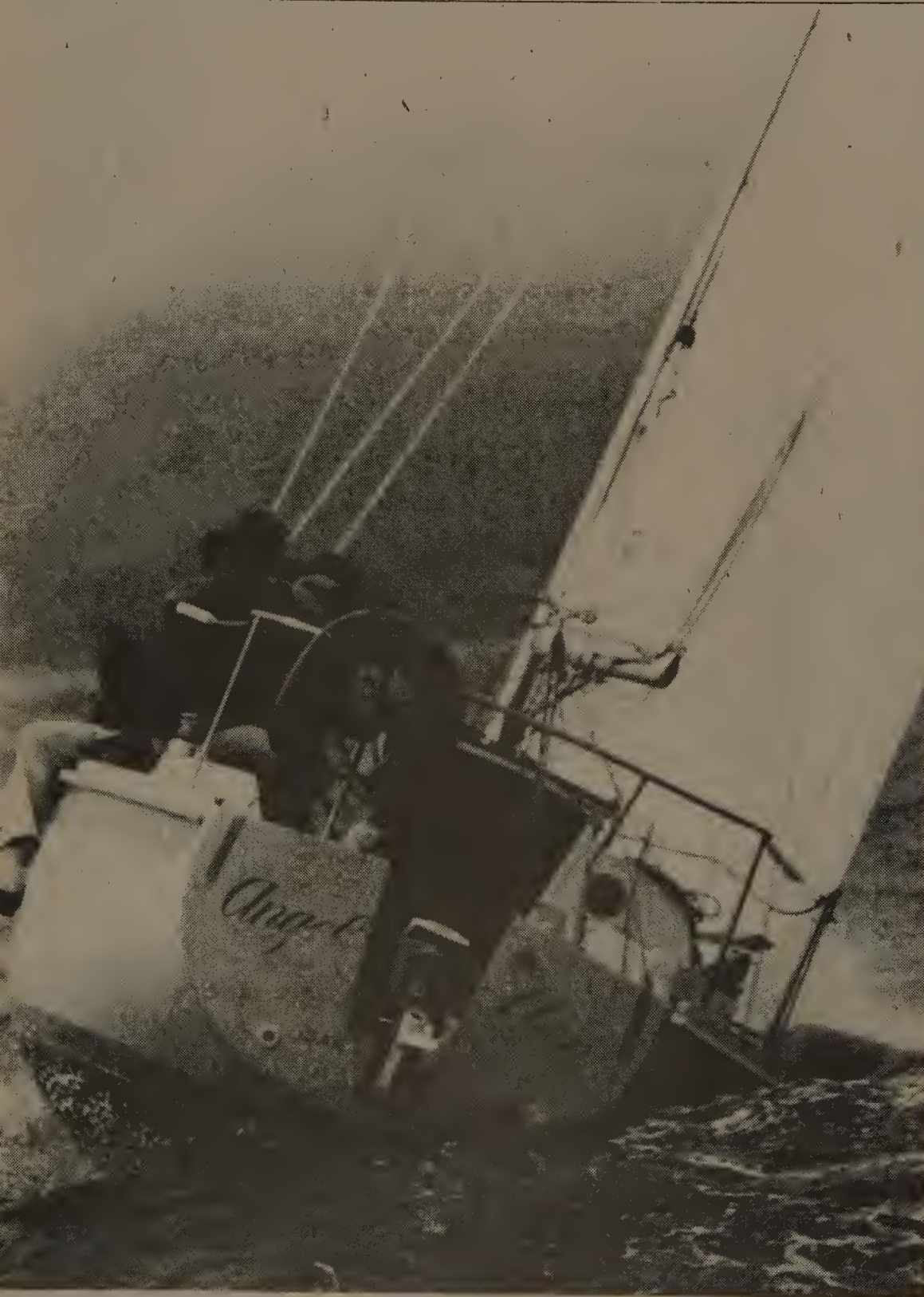
The Harris' average one to two excursions a month on *Trippin'*. Phil took a week off in July to sail down to Santa Cruz with Greg, and in August the whole family went up the

Delta for a week. Last year they hooked up with Tom and Charlynn Majeski, who also have an Ericson 27, and their three sons, for the Delta excursion.

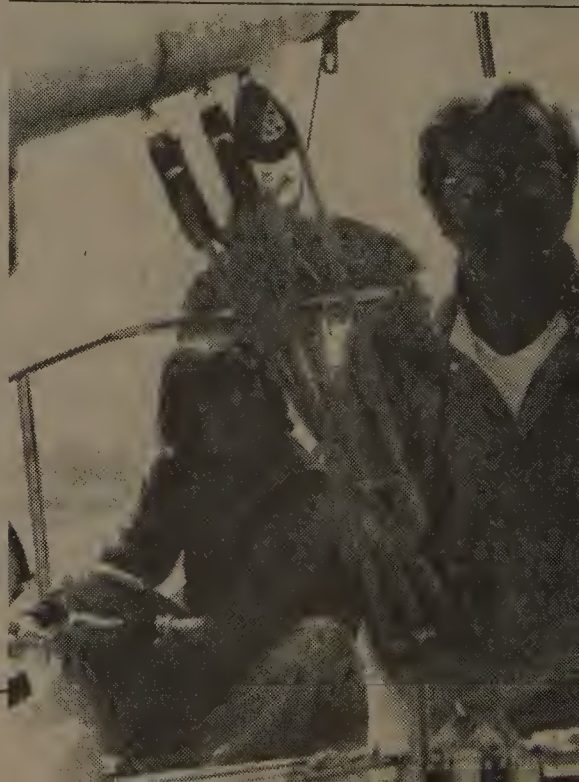
Phil is one of the stalwarts of the class organization, serving as fleet president for two years. He points out that the big event of the

Right: YRA action sans chutes.

Lower right: Linda and Phil Harris with sons Kevin, Mark and Greg.



LATITUDE 38°S/SHIMON



LATITUDE 38°S/SHIMON



LATITUDE 38 SHIMON

year is the regionals, which will run this year on October 24 and 25 at Coyote Point YC. Both the racers and cruisers get together then, the former racing while the latter "get drunk" as Phil puts it.

Phil is current class measurer, a job consisting mostly of measuring new sails, checking black bands in the mast and boom, and eyeballing boats to make sure nobody's stripped them down. For one-design racing, the boats must be in cruising trim, meaning things like cushions onboard. The class is determined not to let Ericson 27 sailing become a big money game with fancy gear and expensive sail inventories.

Phil says the biggest scandal in the class happened when the fellow who won the Nationals a few years ago off Golden Gate Yacht Club was pulling away from the docks

after the awards presentation. Somebody noticed his boat was riding pretty low in water. The winning skipper had called up Phil a few months earlier and asked if he could put some extra lead in the deadspace under the cabin sole just aft of the keel in order to get more stability. Phil had told him no, but looking at the trim of this guy's boat as he headed out into the bay, Phil had some second thoughts.

"I would've driven over to his mooring if I'd known where it was," he says now, "and confronted him on the dock when he landed. But now we'll never know."

San Jose's Charlynn Majeski describes herself as "just a first mate" aboard her husband's *My Turn*. The boat is basically his activity, and he and their three sons (ages 15,

12 and 11) do most of the work. Charlynn's sailing job is trimming the mainsheet. Tom Majeski bought his boat in 1977 after concluding it had a good resale value (used Ericson's range from \$19,000 to \$22,000), it was well constructed and it was a fairly dry boat.

Charlynn enjoyed the season and a half they spent racing the boat, but "I got grey hair at the starts!" She especially liked striving to gain as much speed as possible.

"I tend to ignore the elements when racing," she says. "The wind and water just get in your way as you try and get to the mark."

Charlynn, besides being a mother and a junior in college, is the fleet cruise director. She organizes the half a dozen or more over-nighters the fleet sponsors every year, rendezvousing at places such as Tiburon, Treasure Island, Angel Island, Loch Lomond and under the north tower of the Golden Gate Bridge at Presidio YC. The change-of-watch cruise comes in November at Encinal YC, with a dinner, dance and meeting to elect new officers.

The best cruise this year, she says, was the Washington's Birthday gathering at San Francisco YC when 15 boats showed up with some 40 to 50 people. They've discovered pot lucks work best to get people together and sharing, rather than everyone bringing their own food and keeping to themselves. Cruises often turn into idea-swapping events when someone who's had problems with some part of the boat can tell the others what to look for and how to avoid trouble.



City Front ballet.

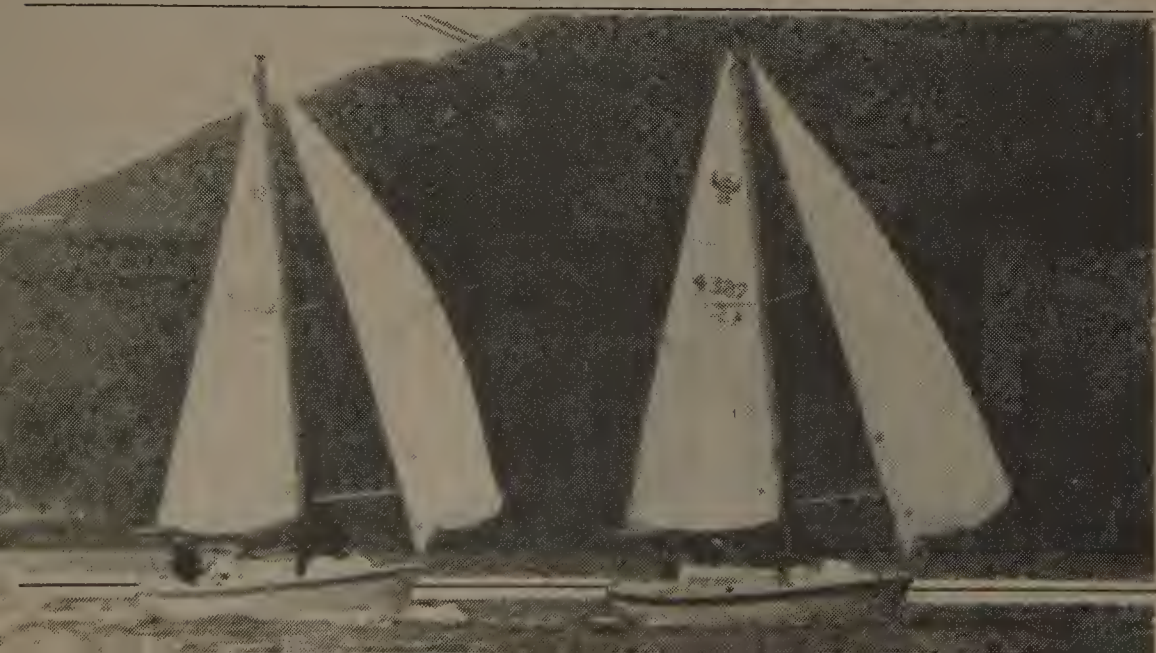
Racers share their rigging adaptations, especially how to shorten sail from the cockpit. Another popular discussion item is engines, which include inboard and outboard gas or inboard diesel. Racers like Terry Owen prefer outboards which can be lifted clear of the water when out on the course. Inboards tend to make the boat butt heavy, another no-no in the racing crowd.

The Majeski's have gone on two long

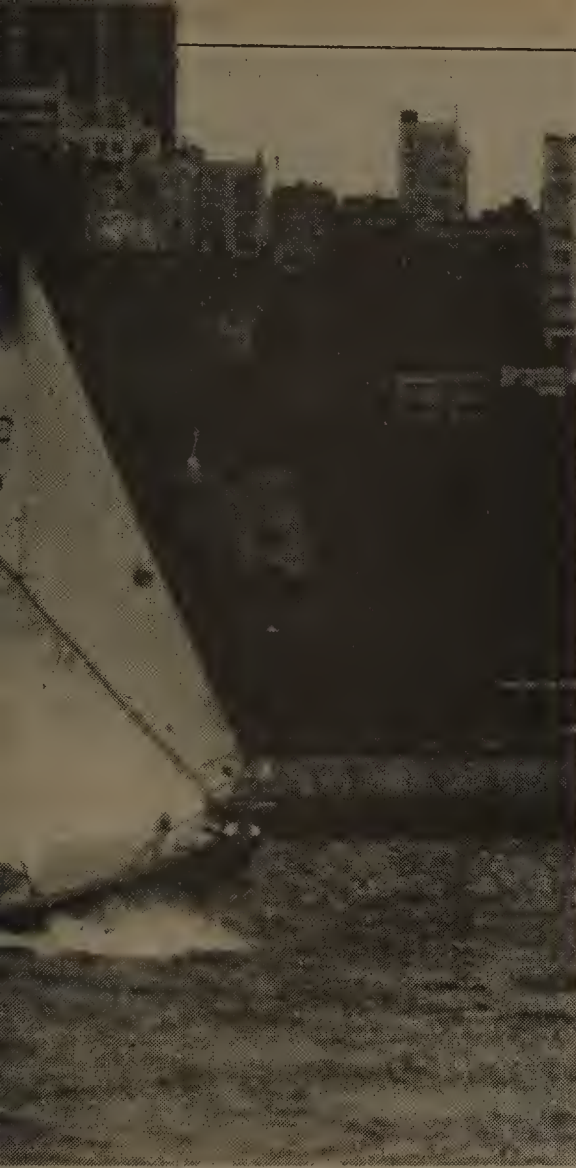
cruises by themselves. The first was to Half Moon Bay just after they got the boat. Charlynn looks back on it as a very stupid thing to have done — they didn't even have a radio. With no wind and lots of fog, they motored down. Three out of the five onboard were seasick. They sailed back in light air, but at least they had sunshine.

Last year they ventured up to Drake's Bay at the end of May, following a racing fleet up

Don Herzer's Angel Ann (left) and Jon Camp's Hawk.



LATITUDE 38-SHIMON



LATITUDE 38 SHIMON

bay for the last two years. He bought his *Tango II* back in 1972 and has been cruising and racing it actively ever since with his wife, "Super Starter Sue". The Ericson 27 was Terry's first boat, and he figures he's been to

Besides dominating the YRA one-design fleet recently (although newcomer Jon Camp is pressing hard), Terry has done well in handicapped racing. The boat's short waterline gives it a low wetted surface and

Above: Jim Mayne drives **Charlie** upwind.

the coast. The wind peaked at around 40 or 50 knots. With the main and lapper up they had a fine three-hour sail up. They turned around and under reefed main alone they were hitting 12 knots. It took only an hour to get back and Charlynn remembers it as being tremendous fun.

Terry Owen is an aircraft electrician for United and the best Ericson 27 sailor on the

Below: Ericson 27 times three.



LATITUDE 38 SHIMON

Monterey and Half Moon Bay a dozen times, and has missed maybe six fleet cruises in the last nine years.

Terry really likes the way the boat handles. The helm stays balanced, even out on the ocean in a blow. He has sailed Jaren Leet's *Irrational* and some J-30's and says those fractional rigged boats are a bear to steer compared to his Ericson. He singlehands the boat sometimes, and the easy helm allows him time to scurry around the boat doing sail changes and the like with no problem.

good speed in light airs.

"With the 170 jib up," he chuckles, "we ghost along really well. I drive them crazy at Coyote Point during the winter series!"

The 27 went out of production two years ago — the last one had some special gear and sold for over \$36,000 — and has to be considered an old design now. Terry says they used to be able to keep up with some of the lighter boats, like the Santa Cruz 27's in everything except surfing conditions. But the newer boats are just too good all-

CLASS ACT

around, and the Ericson's can't match their speed.

Hayward's Jim Mayne is the president of the local Ericson 27 fleet. He's been sailing 12 years, starting with a 14-ft. dinghy called a Jack Salmon, like a Lido 14. He moved up to an Ericson 23 and felt very partial towards the Ericson people when they took good care of him. A close friend of his had an Ericson 27 and five years ago he bought one, too. His friend has since moved on to a C&C half ton, but Jim thinks he'll stick it out with his 27, called *Charlie*.

Jim sells autos for a living and a while back things looked pretty grim. He struggled to keep the boat; as an alternative he went to look at a smaller J-24 "but I realized it cost more!" Luckily he was able to ride out the bad times and now he doesn't foresee changing boats.

"A lot of guys have gotten involved in sailing with the 27," he says, "and then they move on, especially the racers, like Vito Bialla and Glenn Miller" (who now sail Aussie 18's and J-24's respectively).

Jim describes the 27 as a big little boat, with high quality and good cruising characteristics. One of his favorite ways of using his boat is sailing to Treasure Island Cove and living onboard for one weekend a month while he does his reserve duty at the adjacent Navy base. He also enjoys cruising with his wife Beverly ("She has more courage than I do — she's afraid of the water!"), and both their sons, now 21 and 19, sailed with them while they were growing up. He rarely goes out the Gate, partly because he doesn't have all the necessary safety equipment needed for such a venture.

About the local fleet, Jim says they average around 50 members, most of them cruisers. "We try to be active," he notes, "without being stifling." Anywhere from 8 to 20 show up for cruises. The racing fleet manages to keep up their YRA "nine on the line" status from year to year, and even though it's not a go-fast class, there's surprisingly good competition. The lack of a spinnaker doesn't seem to hurt, and Jim pops his out often enough for fun to keep him satisfied. Many of the boats, he says, have chutes and he'd

like to see them get together for a midwinter series and use them there.

Perhaps Jim Mayne's parting words sum up the attitudes of the Ericson 27 owners and sailors who have built themselves a dandy little group. Walking the line between racer and cruiser, the 27 has drawn a hybrid type of sailor, one who likes both worlds. With no particular vested interest in glorifying either type of sailing, they tend to appreciate the better elements of both. As an example of that, this year the racing fleet is offering participation awards for anyone who qualifies for the YRA standings by competing in at least five races. In our "winning is everything" society, it's refreshing to note a group taking time to acknowledge the 'also rans' for their effort.

"Participants are winners when they show up on the starting line," says Mayne, "and they deserve something to show for it."

Ericson 27 sailors, it would seem, have plenty to show for it.

— latitude 38 — suc

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DOPE DILEMMA

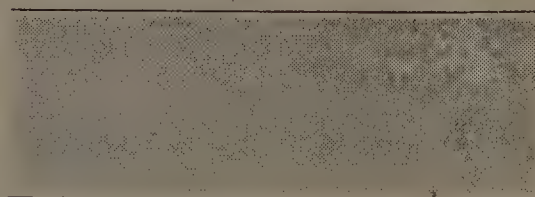
Money is the single biggest problem facing most cruisers today. The problem being they don't have enough of it to indefinitely continue the lifestyle to which they've so easily become accustomed. To prolong having to return to jobs in the 'real' world, they conserve funds as best they can; not eating in restaurants, washing clothes by hand, walking or biking instead of taking taxis and busses. And given the opportunity to make a few bucks delivering a boat, making engine repairs, or doing varnish — they'll jump at the opportunity anytime they can overcome tropical languor.

Now, just imagine that these bucks-short folks, who so love the life they live, are presented with the opportunity to clear \$10,000, \$100,000, or even more in return for a 6-week 'delivery' trip. Would it not be an extremely tempting, a very difficult proposition to turn down? This is no hypothetical situation, it's the 'dope dilemma' sailors face in Central America.

Everyone knows the penalties for smuggling dope are severe, but the risk of being caught on the west coast have been minimal and the monetary rewards would make a banker blush. A single big load could mean years and years of work-free cruising plus spare funds to buy snazzy new gear for the boat.

What kind of numbers are we talking about? In Columbia you can purchase a kilo of cocaine for \$10,000. After 'stepping on it', it becomes 2.2 kilos and worth about \$250,000 on American streets. The big advantage in smuggling coke is that it takes so little room; its disadvantage is trying to locate enough wealthy people with running noses to pony up the quarter of a million dollars to take it off your hands.

Interestingly enough, the numbers are even better on pot. \$10,000 will buy you 1,000 pounds of good weed, which wholesales in the U.S. for \$300 or more a pound. The 10,000 pounds will bring you \$300,000 or about \$80,000 more than a coke investment. (Both, of course, beats Treasury Notes all to hell.) Naturally pot is much bulkier than coke, and thus is more difficult




to transport undetected.

How much room does pot take up on a boat? You can get about 30 pounds — \$9,000 worth — in the genoa bag of an average 35 to 40-ft. boat. Smugglers who really go for the brass ring have loaded as much as 2 tons on 40-ft. sailboats — over a million dollars worth. With those kinds of profits is there any wonder smuggling dope has become such a popular crime? A hardened criminal would have to be a real jackass to try a high risk, low profit crime like bank robbery.

It's the combination of weed's availability, profitability, and the desire for cruisers to continue their lifestyle that lure so many otherwise law-abiding sailors into smuggling. One person who allows to have smuggled told us that he was "scared shitless at first, but once you get into it, it's easy to keep going." He, we purposely neglected to get his name, claimed that many sailors heading back to the States originally figure they'll bring back a "personal" amount, say five pounds. But then they get to thinking 'what the hell, I'll be smuggling anyway, why not bring back another five pounds and sell it for \$1500?' As you can imagine, that small amount turns into a couple of sail bags, and the prospect of \$20,000 and the freedom from work for another couple of years. It's a strong seduction that appeals to one of man's most vulnerable areas.

We've heard estimates that claim as many as 50% of the Americans returning to the U.S. from Panama and Columbia bring back at least a little dope. Another source told us that 25% was a "very conservative figure".



Most of these people we're told, bring back small amounts; some do deliveries for \$100 a pound; and just a few do real large loads.

Identifying those who smuggle is difficult because their day-to-day activities are so similar to those who are simply cruising. Hanging out is everyone's basic tropical activity, and whether one is hanging out waiting for a load of dope, or hanging out enjoying life is difficult to discern. And some of the most innocent-looking are the most guilty. One source told us that it took him three months to finally figure it out. "I was shocked," the source said, "at how naive I'd been."

Pot is the most popular item smuggled, with cocaine second. There are also big profits in Quaaludes, moderate profits in emeralds, and much smaller profits in coffee.

Apparently the two biggest sources for these goods are Panama and Columbia. For a long time both coke and pot were readily available in Panama, but then coke was cut-off. Dealers reported that the coke cutoff was at the insistence of the Trujillo family, who it is widely rumored, oversee all important drug activity in Panama. The reason given was that coke was 'too dangerous'. Pot is still plentiful in the Perlas Islands and elsewhere, although Trujillo's recent death may alter the situation.

Pot, coke and Quaaludes are available in Columbia, and apparently that's where most of the big shipments emanate from. For years organized crime has been part of the tremendous Columbia to Florida smuggling operations, but recently the government surveillance has increased dramatically in that area. The lack of enforcement and surveillance on Columbia's Pacific coast has made buying dope in that area easy for Ma & Pa Smuggler, and increasingly attractive to organized crime.

The west coast of Columbia, from Panama to Ecuador is pure jungle, and the entire length of coast doesn't have a single road to speak of. Law enforcement agents must arrive by either boat or plane, and since they are so few and the area to cover so great, it's hard to get caught.



DOPE DILEMMA

Buying pot, we're told, particularly in smaller quantities, is just like buying anything else south of the border. You go through a bargaining ritual, bringing presents, making offers and counter offers, haggling some, smoking some, and eventually arriving at a friendly deal. Most of those who sell still live a rather primitive life, and simply don't have any conception of the eventual profits. Often times pot can be had for as little as \$8 a pound, and they'll even take trades. A broken outboard motor will buy lots of weed; once a 55 gallon drum of fuel was traded for 50 pounds of pot — about \$15,000 worth.

Of course it isn't worth \$15 grand until it gets to market. While some pot is smuggled into Costa Rica, the really big money is made by hauling it up to the United States. There's no set way to go. Some smugglers sail way south of the Galapagos, eventually catching the southeast trades the clipper ships used. It's a 5,000 or 6,000-mile trip, but nobody's going to catch you out there. Others simply take the straightforward route, even stopping in at various ports, simply hoping officials don't check their boat. You need ice running through your veins to try that route, but folks do it.

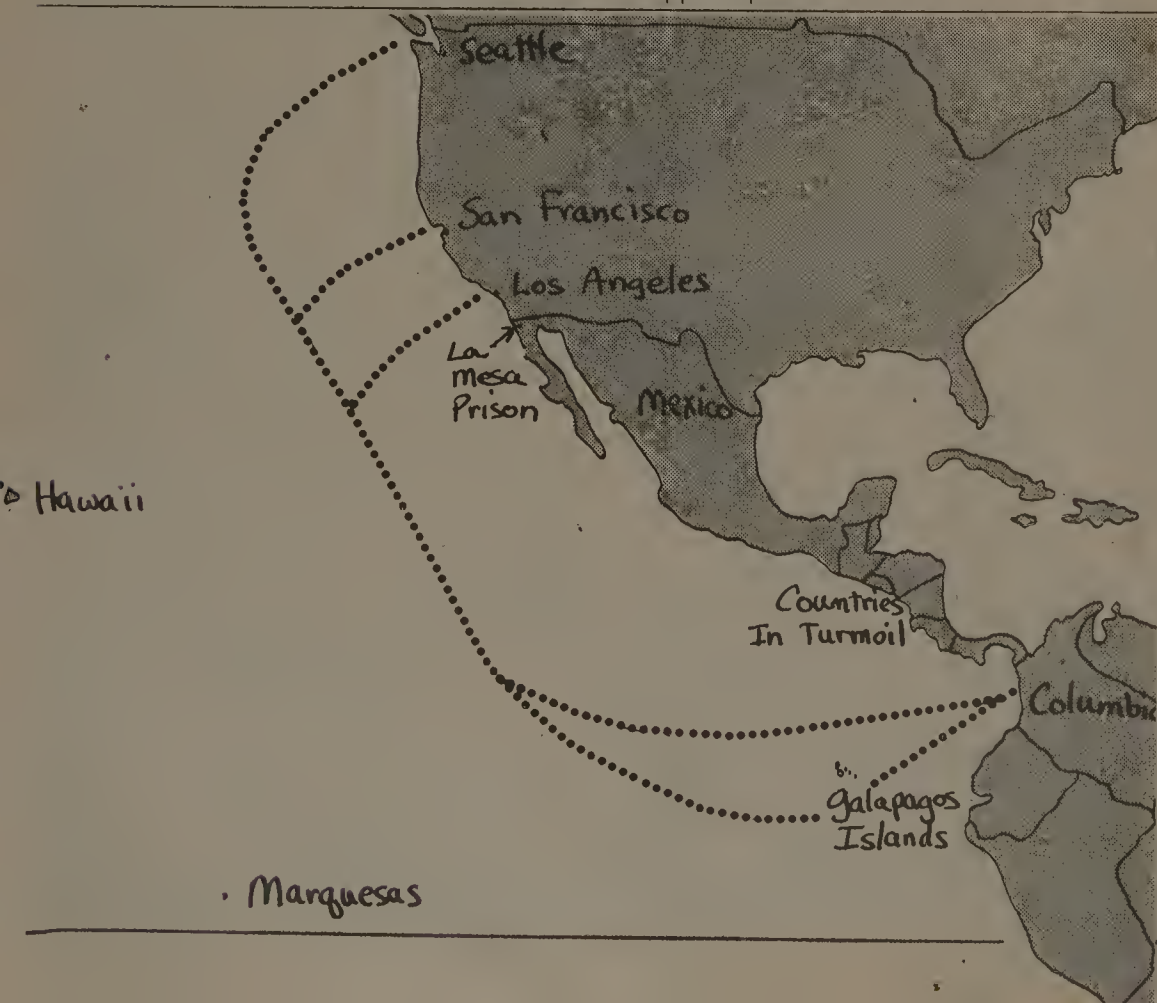
Once in United States waters, a whole

new set of plans are employed. Some go all the way to Seattle; some drop the goods off to other boats or at the Channel Islands. Other brave souls simply sail right into San Diego, San Francisco bay, or other ports.



PHOTO BY THE OLD POTHEAD

Dope smugglers use the same southeast trades the clipperships sailed.



As organized crime has turned more to west coast operations, it may be increasingly easy to get stopped and caught. There has been a change in Federal Law that allows the Coast Guard greater power in apprehending American boats suspected of carrying dope — even in international waters. There also seems to be a greater inclination on the part of the Coast Guard to search boats for dope. Previously smugglers were pretty safe in Mexican waters, but no longer. U.S. boats are now going down there to check suspicious vessels and the Mexican Navy has dramatically stepped up patrols to their off-shore islands.

If you get caught with pot in U.S. waters you hire a lawyer, drag the case out forever, and seemingly will go free on some ridiculous technicality — the arresting officer was wearing a dirty tie or something. But it's an entirely different story if you're arrested by Mexicans. Since some of you will no doubt take up the criminal life, we'll tell you what awaits you if you're caught in Mexico.

First off, be aware that things are different in Mexico. They, for example, recognize 200-mile territorial limits and will arrest you within those waters. And if caught you will be taken to prison and held until after your verdict is reached — usually about a year. Forget all about stuff like bail, getting your rights read, and all the protections granted under American law — you're in

CHART BY THE ENTERPRISING DOPE



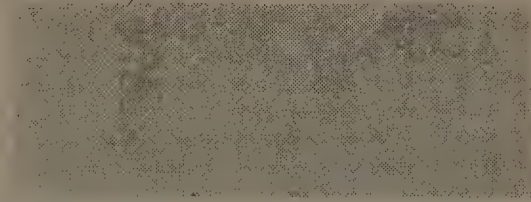
Esmeralda, home of the renowned Esmeralda weed.

Mexico. You will get a lawyer, but there are no public trials in Mexico, so you'll never see the judge who will decide your case or watch any of the proceedings.

It wouldn't make any difference anyway. If you're caught with pot in Mexico — sometimes as little as a joint — it's 7 to 15 years in the slammer. Chances are you'll be sent to La Mesa Federal Prison outside of Tijuana, which is known as the '7 Up Prison' because of the standard sentences handed out to its inmates, most of whom were convicted of drug offenses.

As a rule, prisons in Mexico are incredible hellholes, and ten years ago La Mesa may have been the worst of them. If you land in La Mesa now chances are you won't get killed; you have an American, Sister Antonio, to thank for that. Ten years ago the Army, not guards, used to patrol the prison walls, and it is said that an average of five of them were killed a week. If the inmates hated the guards, they hated one another even more. Groups of well-armed prisoners would simply open fire across the courtyard at one another with machine guns, a current prisoner recalls. "There were," he remembers, "all out wars."

Back then La Mesa was reputed to be the drug center of the Universe and as many as 10 millionaire mafia-types lived in big houses within its walls. One inmate, who still serves time and sports a big gold piece around his neck, claims to have had the prison's liquor concession back then. He maintains he paid



the guards \$2,000 for the privilege and \$20 a bottle commission on each bottle. Buying the booze for \$10 a bottle and selling it for \$45, he reports to have made \$5,000 a day. Heaven only knows how Sister Antonio was able to bring about positive change with a crowd like that, but according to recent visitors, La Mesa is now the most humane prison you can possibly imagine.

The prison walls are some 40-ft. high and are surrounded by a 20-ft. wide 'no-man's land' of sand. Visitors throw coins across the sand to an inmate 'runner' who sees if the prisoner wants you to visit. If they do, you give the guards a couple of pieces of candy, and your stuff is searched — with cameras and tape recorders prohibited. Your upper arm is then stamped — with the likeness of a bunny rabbit holding an Easter Egg — identifying you as a visitor.

La Mesa is really a 'city within a city' for its 1200 inmates. It has a big soccer field, two churches, a handball court, theatre, a town



square where a prison band plays on Sundays, a boxing ring, and other amenities.

The freedoms offered within the prison walls are incredible, according to first-hand visitors. For example, if prisoners have the money and one is available, a small apartment can be purchased for \$1,000. The unit is like an "early L.A." bachelor unit; carpeted, wallpapered in gaudy colors, with hot water showers and some built-in furniture. If you can afford them you are allowed a freezer and refrigerator, and can watch American TV programs on your color TV. Most prisoners live with their wives/girlfriends and children, and are periodically allowed small amounts of liquor.

The Mexican culture has always been perplexing to gringos, and it's no different within the La Mesa confines. The guards, if you can believe it, don't have keys to the prisoner's 'apartments', and have to knock on the door to ask if they may come in. If you request that they return later, they usually will. The monthly spot checks are usually known in advance, and in any event 20 pesos to the guards will relieve you of the daily obligation to attend roll call. On 'Prisoner Day', guards are only allowed on top of the prison walls, and for folks who try and bypass the guards while smuggling goods inside, there is a prison prison. If you think that's crazy, there used to be an 'American tunnel' dug beneath the walls that was used to smuggle goods in; for reasons that we don't understand, few inmates used it to escape.

DOPE DILEMMA

If incarcerated in La Mesa, all you get automatically is a bunk, beans, and rice. That's it. No toothbrush, no towel, no mattress, no nothing. You're expected to buy these extras either with your own money or money you earn in the prison. Inmates can earn money by operating businesses within the walls. There are, for example, six restaurants; you could open one, too.

Other prisoners operate a woodworking shop, a metal shop, a TV repair, a laundry, and various other small concerns. The prison tortilla maker — you'll love this — is serving time for having poisoned seven people. That's odd, but so is the fact that many guards aren't as well off as the prisoners, and if they are nasty, have to stand watch for 24 consecutive hours. But that's nothing. According to two recent and reliable visitors, the guards recently ganged up on and tortured the commandant of the prison until he signed a confession that he had tortured one of the prisoners.

Sound like a place you'd like to call home for the better part of the next decade? It is for

some of the Mexicans who would have to go back to the streets of Tijuana where there are water shortages and other serious unpleasanties. But if you've grown up in the comfort of the United States, if you're used to the freedom of movement that sailing provides, spending the next seven to fifteen years in La Mesa is an unpleasant prospect. You don't get out of prison early in Mexico, and when you finally do get out the world would be a different place and you'd be a substantially older — and probably sadder — person.

Frankly we've been extremely disap-

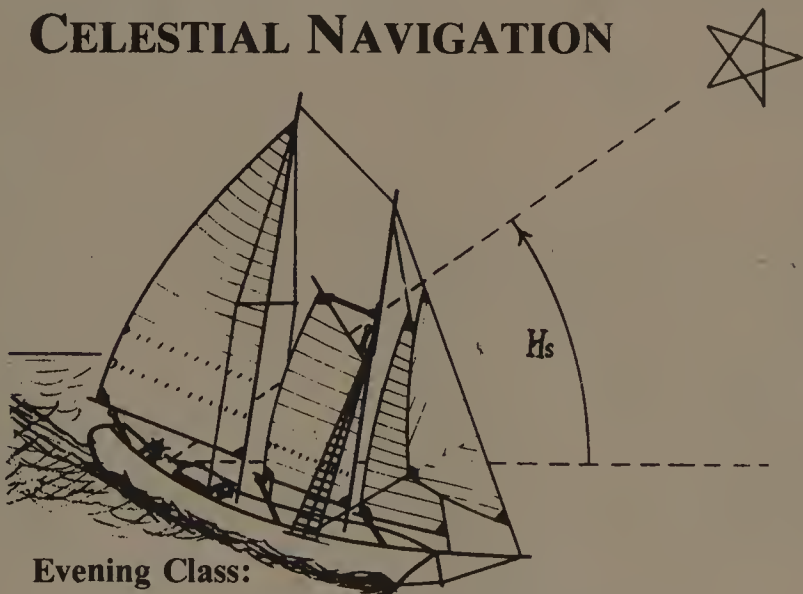
pointed to learn the apparent extent to which sailors are involved with smuggling dope. It dreadfully taints what we've always believed to be one of life's few remaining untainted activities. The effects of such smuggling on the cruising grounds and yachties in general is still slight on the west coast, but we only have to look to Florida and the Caribbean to see the deleterious effects fast-bucks have on both the people and areas involved. Murder of innocent people, numerous thefts of boats, and an aura of fear and anxiety hanging over those who cruise there.

We wish there is something that could be done to prevent the growth of this 'industry', but the high profits and low risks are simply going to continue to be a great temptation for many sailors to resist.

— latitude 38

Due to obvious reasons some of the things presented as 'fact' in this story are impossible to confirm. Nevertheless we're convinced it is a generally accurate picture of west coast dope.

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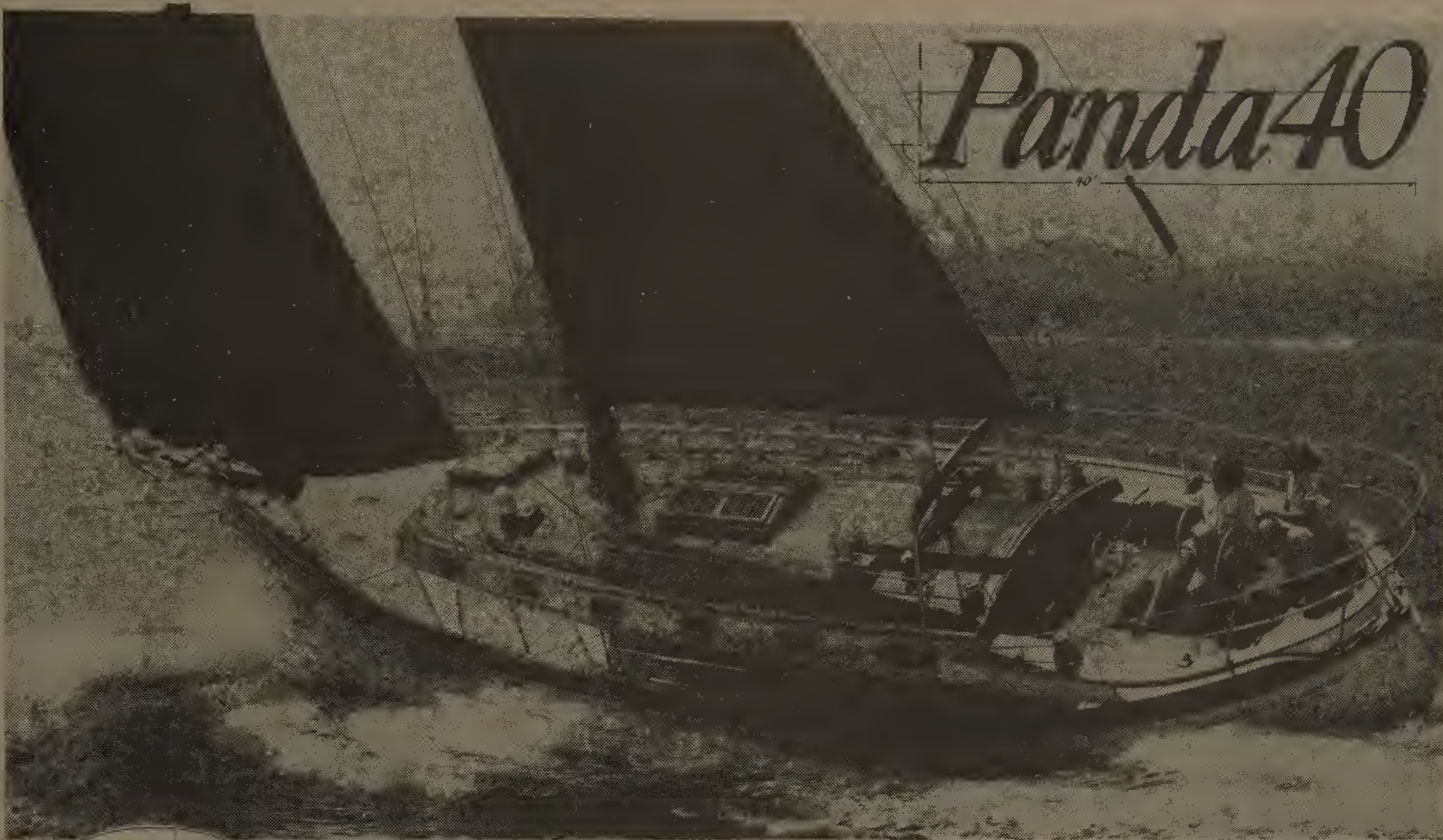
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34' Rawson, loaded.....	31,000
35' Fantasia.....	84,000
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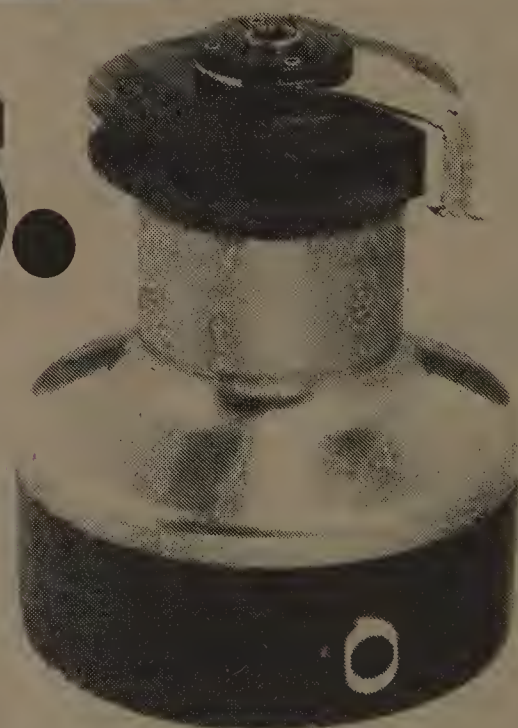
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KILROY was here.

He popped into town several months ago to address a lunchtime gathering at St. Francis Yacht Club, and then he was gone again, leaving behind just a hint about his enigmatic spaceage plaything, *Kialoa IV*.

She's been in all the magazines. *Sail* dubbed her a "maxi-rocket ship". And designer Ron Holland referred to her as a "big dinghy", though it's hard to picture a 77,000 pound dinghy with a 12'6" draft. Whatever you call her, *Kialoa IV* is 80-ft. of aerospace technology, and bay area yachting enthusiasts are eagerly anticipating her first appearance here in the 1982 Big Boat Series.

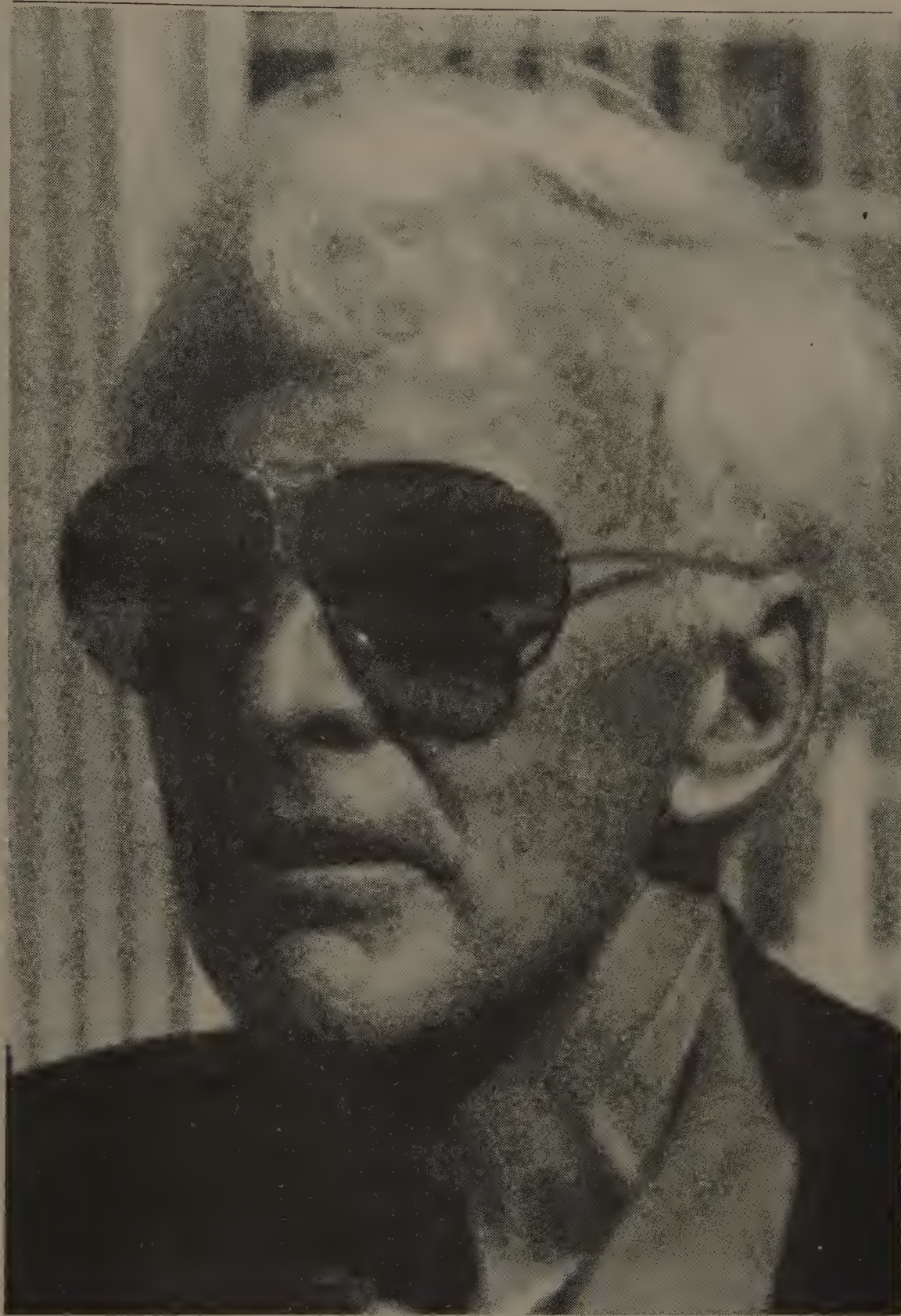
Jim Kilroy's background reads like a *Who's Who* sketch, and it's easy to see the connection between his business, community activities and the advanced technology he brings to ocean racing.

He was a math major in college, an Army Air Corps flying instructor, and a Douglas Aircraft employee. Now a real estate mogul, he is one of the originators of the modern industrial park, and is currently concentrating on sophisticated industrial buildings for aerospace, computer, and electronics industries. In his spare time he has headed the L.A. Harbor Commission, the committee to bring the Olympic Games to L.A., the Emergency Energy Commission for the city of L.A., and is a director of Pepperdine College.

Back on the subject of sailing, he recalls crossing the Atlantic five times, has sailed to Australia three times, and has done eight or nine TransPacs, for a total sailing mileage of about 50,000-miles. He was World Ocean Racing Champion for 1975-77, and now serves on the Admiral's Cup selection committee.

Kilroy has a reputation not only as a supreme ocean racer, but also a uniquely conservative one.

My first encounter with him and his team was during the 1978 Big Boat Series,



Jim Kilroy.

when I was photographing the differences between racing boat interiors; contrasting plush and spartan. I had boarded all of the other maxis already: *Christine*, *Ondine*, *Windward Passage*, *Merlin*, and a representative group of smaller boats. At the conclusion of the first race, all were in varying states of disarray as were their crews, and the warning "woman aboard" sometimes created havoc as scruffy crewmembers hastily doused joints and raked away beer cans before being captured on film.

I had approached *Kialoa's* sailing master twice already, and had been put off because they "weren't ready". Finally, with the end of the film approaching, I made the request once more. "You'd better come back in about an hour," I was told for the third time. "Can't," I said. "Guess I'll just have to do the story without *Kialoa*." Reluctantly then, he allowed me aboard, and I was amazed. The boat was almost immaculate. All of the 50 or so sails were out of sight, there was no foul weather gear strewn about, and in spite of

KILROY

ALL PHOTOS BY LOU KRUK

this, Kilroy was straightening cushions, removing deck shoes from the floor and generally sprucing up the already pristine interior. The few crewmembers present were markedly clean cut, and engaged in such virtuous activities as sail repair and cooking. I couldn't help but wonder how the scene would have been altered had I returned an hour later when they were really "ready".

When he stepped to the rostrum at the St. Francis, 58-year old Kilroy was himself as immaculate as his boat, tall, lean, and silver haired with a strictly no-nonsense bearing that transcended even his widest grin.

He spoke with pride about *Kialoa IV*'s showing in recent trial runs with the old *Kialoa*. "On a performance level, she has exceeded our expectations. As far as rig, hull, rudder, keel and ballast, we anticipate no changes whatsoever. However, there are some areas that we can improve on, particularly in the area of spinnakers and spinnaker reaches." Then he went on to reveal some other specifics about the new boat.

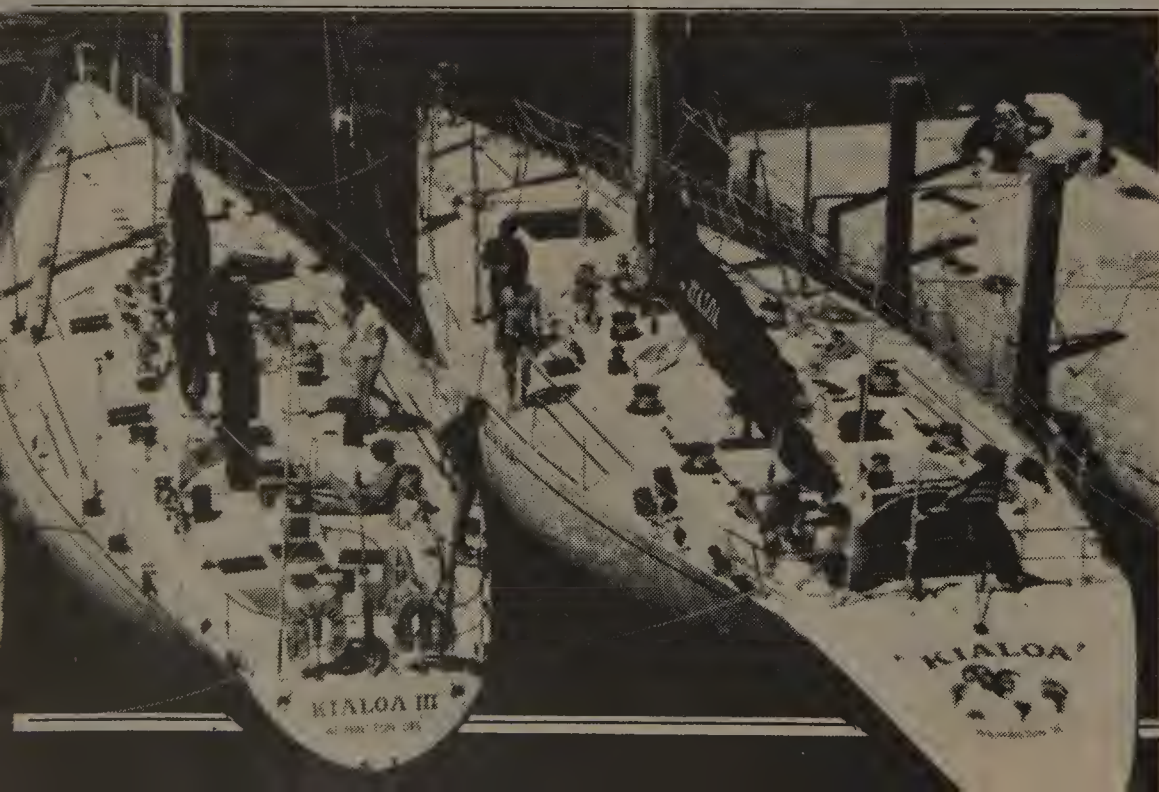
"The keel has five upper compartments and two lower compartments, some poured and some shot. As far as the space frame in the bottom of the keel, there are three compartments in which we can put lead for trim." The ballast, he said, is top secret. "Even Ron Holland doesn't know." (After all, Ron is also designing boats for Kilroy's competitors, including Bob Bell's new maxi, *Condor II*). After experimenting with righting

moment, displacement, and flotation they made a few changes and came up with a little bit lighter boat than they had originally anticipated, "but yet a boat that was as stiff as we wanted it to be. With the hull form, we thought the boat would be more sensitive in running and reaching conditions but our control was (actually) much better than on *Kialoa III*." In addition to being easier to control downwind, the new *Kialoa*, 12,000 lbs. lighter, is also more close winded.

"We've always had the argument that a balanced rudder was much better upwind, and not quite as good reaching and running as with the rudder hanging off the skeg . . . also that you get better initial response with a balanced rudder and better ultimate response from a rudder with a skeg. But our experience has been exactly the contrary. We are convinced that the balanced rudder is a much better overall rudder with better control, and we are currently remodeling *Kialoa III*, knocking the skeg off, adding just a mini-skeg and a balanced rudder. We are also lightening it by 1,000 lbs. aft, adding a 2.3 foot longer boom, and a few other changes to increase her performance, to hopefully make *Kialoa III* at least the third fastest of the maxis." Kilroy still owns the old boat, but it is for sale and he admits the she will sell at that higher price if she is still competitive. The market for maxis is not large.

Though Kilroy is conservative in manner, dress, and what he expects from his crew, he

Before (left) and after.



Sea trials, winter, 1980.

certainly is daring in his vision.

"There is much hoopla," he said, "about our so-called computer programs and working on our polar diagrams, and trying to understand the performance of the boat." (I had indeed read that the nav station on *Kialoa IV* resembles a data center.)

Kilroy explained the need for such information. "Unlike, say, an Admiral's Cup type of boat where you have many platforms to sail against, and you can find out pretty much how you're doing for your rating, we tend to get quite lonely sailing by ourselves, so we have to get a little bit more detail as to actual sailing performance with polar diagrams . . . We had a number of days racing



against *K3* and it was a tremendous test platform . . . we calibrated our instruments from *K3* . . . and developed some pretty comprehensive polar diagrams for speed performance for true wind conditions and apparent wind conditions around the clock."

"Just as ancillary activity, and partly because it was fun, we decided we were going to continue to update our polars, and we would convert the language of the Data General Nova over to an Apple II computer. And aside from that we would experiment with setting up some navigational format: tacking angles, lay lines, and otherwise, on the computer. We had a lot of fun converting the machine language and the Fortran

and modified Fortran of our Brooks and Gatehouse gear, our Loran C, our Satnav, and Omega, to the basic language of the Apple II. It's been an interesting experiment . . . not that we'll actually do a lot of racing with the equipment aboard, but at least it helps us understand the boat better. In turn it materially helps our performance. I can say one thing without equivocation, it does remind us of what the hell we're trying to do . . . little things we can do here and there to improve the boat.

"When we make investments in boats this size, we try to get five or six years out of them as compared to one year in an Admiral's Cup boat. We have to be able to tune

things up consistently to make some degree of sense out of our investment, if you want to call it that." (This evoked laughter from the audience.) "It's an investment in fun, really," Kilroy added.

On the subject of sails. "Sails are an absolute problem with the loading we get. In the Circuit our spinnakers were too flat, and as a result it got a little squirrely — it amazes me forever how sensitive these large boats are to things of that type, to trim. Fine adjustments upwind can get you three or four tenths, not necessarily just sheet trim. We are so weight conscious . . . you can transcend a lot of the hydrodynamic variables of the keel because you've got that rig sticking

KILROY

up there 98½-ft. off the deck with all that weight aloft. We saved 70 lbs. in our new main, and that 70 lbs. is about 30-ft. off deck. That's equal to five people on the rail!"

Somebody from the audience asked about his crew situation. "We're overbooked through 1983," Kilroy replied. "We have six permanent crew; two paid hands and four amateurs; they're the delivery crew. We race with 20, but we don't usually pick up locals unless we know them very well. And con-

trary to what you may have heard, we don't provide airline tickets. We don't provide a damn thing except a house over in the area. I'm rather cheap, hell yes," he laughs, "when you got a big boat like this you can't afford anything like that. I'm doing my best."

"Bobby Campbell is running the new *Kia-Loa*. He was in charge of *Enterprise* and *Freedom* for Dennis in this last (America's Cup) thing. Bobby's bringing along a lot of his pals from *Freedom*, so we're taking on a lot of the *Freedom* look aboard."

I asked him later about the crew discipline

I had observed on his boats. "They work their tails off," he said. "It's intense concentration for everybody. Nobody's on a beer cruise, no B.S.ing on deck. It's a lot of fun but still you're paying attention to all the details and fine adjustments . . . I like them to be clean shaven, and on shore, if they spoil anybody else's fun, they're off the boat."

Jim Kilroy passed around some photos of the new boat. With the state-of-the-art materials and techniques incorporated into her, such as carbon fiber, F board, Kevlar,

Sail evaluation in the Bahamas.



and S glass, I expected to see a far-out, spacey looking craft, and surely a zowie paint job. I should have known better. Here instead was a big white dinghy with a modest red stripe, the long, reverse-sloped transom being the most visible hint as to the advancement of the design. True to Kilroy's style, the yacht has class, not flash.

For all his scientific approach to yacht racing; his concern for VMG, wind shear, wave form, vector diagrams, and beta



Kialoa, Ron Holland's first maxi design.

angles; for all the exotic places he races: Cowes, Sardinia, the Indian Ocean, the Tasman Sea; and for all the money he's able to pour into his space age maxi boats, he expressed one philosophy we can all relate to: "To me," he said, "the next race is the important one."

— sue rowley

In August Kialoa sailed in England's maxi series, putting her head-to-head with about 10 other boats, including another just-launched Ron Holland maxi, former taxicab driver Bob Bell's Condor II. Kialoa took line honors 3 out of 4 times — which is what crewman Louis Kruk says maxi racing is all about.

But it wasn't the greatest of series. For one thing Huey Long's new Jerry Milgram-designed maxi, Ondine, was plagued with problems and didn't show in England. During the series itself, it rained like stink, and in the last race around the Isle of Wight a trailing Kialoa won after her top competition, Xargo and Condor II, ran aground on opposite sides of the Solent.

Corrected time winner for the maxi series was Antares, a fractional-rigged mini-maxi, followed by the C&C 61, Triumph from Scottsdale, Arizona (owner Dr. Dietrich is reported on line for a full blown maxi); with Kialoa third. Also competing were a number of Around-The-World entries, whom Kruk says shared the common distinction of being "dogs".

The Holland-designed maxis, Kialoa and Condor II, had another go in the Fastnet Race, but again with inconclusive results.

The major reason was that the Dennis Connor-driven Condor was not really prepared to race. Navigator Ben Mitchell

reports that the boat was hauled three days before he got to England, in which time the mast had been pulled and reworked. 9,000 pounds of inside ballast was traded for 7,000 pounds of outside ballast, and the boat remeasured.

Mitchell's decided that Condor II is currently faster off the wind, but slower to weather. The latter problem, he maintains, is because the keel is a misshapen slab and the mast was improperly designed. "We're nine months behind Kilroy," he observed.

Out on the 605-mile Fastnet course, Kialoa lead around Fastnet Rock by seven minutes, but Condor II caught up on the downwind run to the Scillys. There the two boats sat for a day before Kialoa caught a puff, sailed into the wind, and finished first by two hours. Three other much smaller boats snuck in ahead of Condor II.

The maxi boatowners, under the leadership of Baron Rothschild, now take their roadshow to Sardinia for the Maxi Cup where they will be joined by the Frers maxis Bumblebee, and Xargo, and hopefully Huey Long's new Ondine and others. Then it's on to Australia for the Southern Cross Series this Winter; the Pan Am Clipper Cup next Summer; the St. Francis Big Boat Series next Fall, and the Mazatlan Race early next Winter.

We can't wait until that '82 Big Boat Series because the current maxis will all be fully debugged by then and quite possibly be joined by several of the 8 or 9 other maxis currently under construction. As of now Kialoa would have to be a favorite, but dramatic advances are currently being made in these big boats and they may be dated like last years half-tonners. In any case, Mitchell predicts, "In five years, Kialoa will be obsolete."

THE LATITUDE 38 INTERVIEW

LINDA

Singlehanded TransPac veteran Linda Rettie left San Francisco June 7th, one of 11 entries in the singlehanded race to Kobe, Japan sponsored by the Nippon Ocean Racing Club, the Slocum Sailing Society, and the San Francisco Yacht Club. Linda, sailing her Yamaha 33, Spirit of Suntory, was the only American entry and the only woman entry.

She arrived back in the States August 15th, after 54 days of racing and 14 days of promotional work on behalf of her sponsor. Out of the 11 starters, Linda was 6th, nine days behind the winner, Fukunari Imada.

38: Well, was it worth it?

Linda: Yeah, it was worth it, but I don't think I want to do it again. Fifty-four days is a long time to be cut off . . . in a lot of ways! Ha, ho, ho, ha.

38: Does it rate with the three or four high points of your life?

Linda: At least with the first time I got married, ho, ho, getting out of college was another biggie.

38: Did you manage to keep competitive the whole time?

Linda: I tried. I can't think of very many times when I didn't want to make the effort to make a headsail change.

38: You were always aware you were out there racing?

Linda: I tried to keep that in mind. Some guy made the comment that he knew that I'd do okay, but since I was just a cruiser he wasn't expecting much. That really helped a lot, I remembered it on several occasions.

38: Just to spur you on?

Linda: Yeah, it does something for you. I didn't push myself to the brink of exhaustion, but I did a better job on this race than I did going to Hawaii. I experimented more with sail combinations and kept the boat moving better.

38: What were the primary sails you used?

Linda: It depended on where the wind was coming from, but I used my 1 1/2 oz. spinnakers for most wind conditions. I used my 3/4 for a while, but I liked my 1 1/2 better unless the wind was really light. I never used my 1/2 oz. or the storm chute.

38: Were you under spinnaker most of the time?

Linda: I ran my spinnaker from midmorning to late afternoon. Normally I'd set my double headsail at night cause I didn't want to mess with the chute.

I also had a clever little thing called a 'chute scoop'; this guy in Maryland sold me a couple at cost. It's a solid sleeve of spinnaker cloth — like a Spinnaker Sally but it's a solid sleeve. The only time I had trouble with it was the first day I flew my 3/4 ounce. The webbing had a few faults and it didn't keep the spinnaker from wrapping. Well, all this shit got wrapped around my headstay . . . ha, ha, ha . . . plus the webbing, plus the halyards. It took me an hour and a half to get that sucker down — I didn't think I was ever going to get it

Choosing to sail the more southerly route, Linda passed just north of Hawaii. Her 5,500-mile journey featured good sailing mixed with extremely hot, muggy weather, a lingering fever, severe lightning storms, part of a typhoon, and a neck-and-neck battle during the last 50-miles with Masato Hatanaka, during which he passed her a cup of coffee.

Crossing the finish line was the end of one adventure and the beginning of another. From the moment she stepped ashore at Portopia, the huge World Fair-type exposition, she was swept up in a flood of inter-

views, press conferences, guest appearances, and special events. Her sponsor, Suntory Distillery, gave her the movie star treatment, with full accommodations at the best hotels, meals, transportation — the works. Unable to afford it on her own, Linda was grateful to the sponsor, but after two weeks of "being on call 24 hours a day", she'd had her fill of adulation.

The always-jovial Linda stopped by our offices recently to give us her story in detail; we turned on the recorder as she began to recount the highlights of her intriguing journey.

undone.

Don Keenan told me if you get a spinnaker wrap, you grab the foot and you just keep pulling down on it. He said it may take an hour, but sooner or later, if you keep applying tension, it'll undo itself. I just hung on and I said "Goddamn you Keenan, if you're not right I'm going to get out my little knife." Ha, ho, ho. It took me an hour to clean up the mess on the foredeck cause I had to undo the sleeve with all the internal lines to get it down, but the rest of the time it worked just great.

It was a nice tool because you just hoist the whole tube and let as much of your spinnaker out as you want. You can pull it halfway or all the way up, and you can also choke it down if you get into heavier air. It also makes it easy for jibes cause you can choke the spinnaker down.

38: Light winds most of the way?

Linda: After Hawaii I don't think I had over 10 knots except in the squalls when it would go up to 20 or 25. But that's it. After I headed north I got into heavier air, but all across the middle section there, about 25 north, I was having a tough time keeping above 5 knots.

And it was hot — my God, it was hot! Oh shit, it was over 100° on that deck during the middle of the day. It was 95 in the cabin, in the shade. I didn't wear clothes — you couldn't wear clothes because the humidity level was so high.

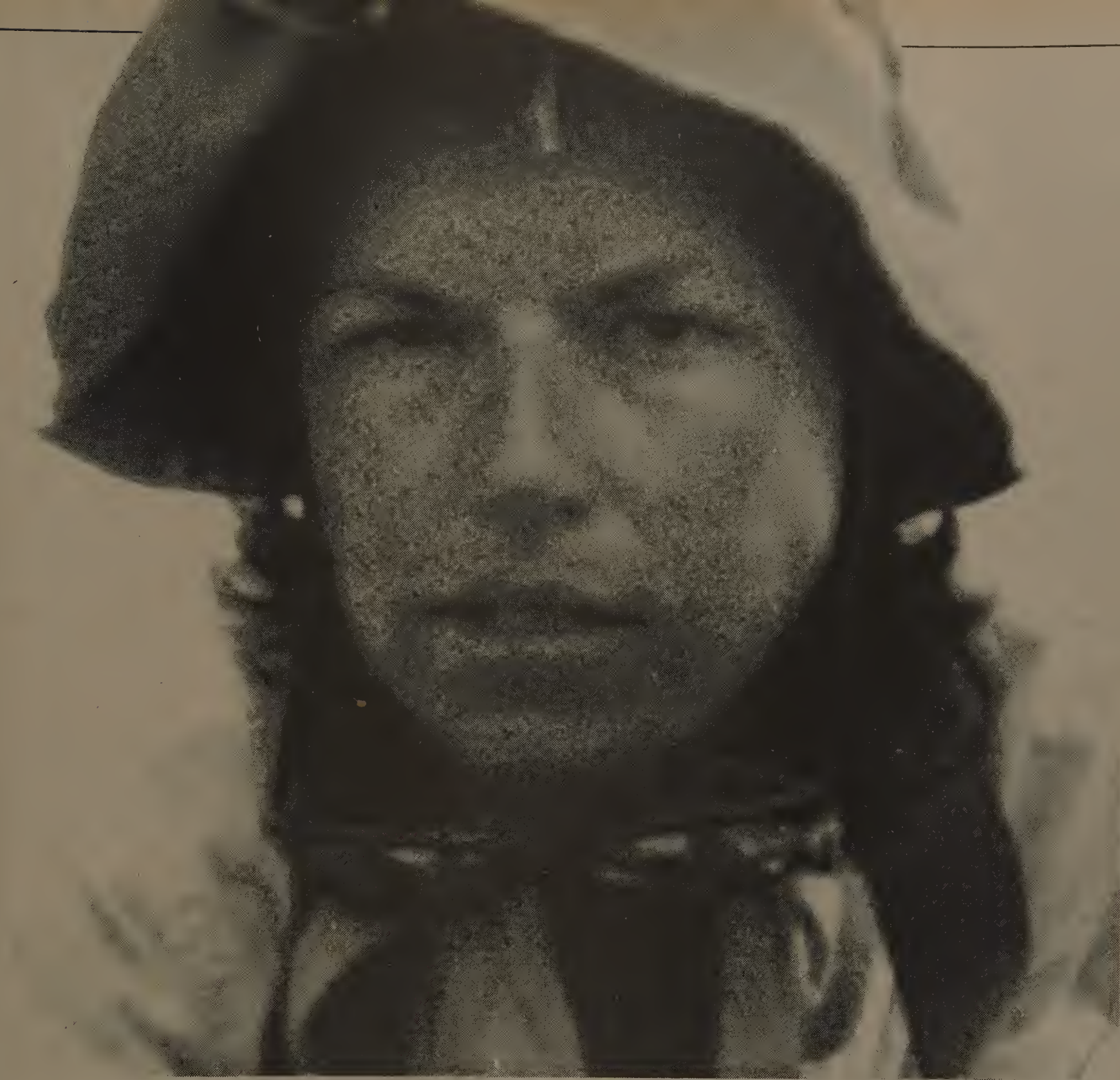
38: Did you realize it was going to be that hot going over there?

Linda: No. God, no. It's hot in Japan, too. I'm freezing now cause I'm used to the heat there. They have a humidity level in Japan of about 90% and their temperature is about 85 to 90. It's uncomfortably hot.

38: Were there people from here who met you when you arrived?

Linda: Chris Chernin from Alameda just happened to be there at the time I was coming in. My other friend, Peter Brown, flew over, but he and Chris had a really tough time because of Mr. Akida, who was my godfather — that's what I call him.

Akida was on the race committee and was instrumental in getting me the sponsorship from Suntory. When Chris and her uncle show-



Blurred, burnt and battered — self-portrait in mid-Pacific.

ed up he took them out for dinner, showed them around, and treated them nice. And after I came in he took all of us out and fed us a great Japanese dinner. But the strange thing was that both Chris and Peter wanted to come out to the finish line — about 25-miles from Kobe — but Akida wouldn't give them any information on how to get there. They could have gotten on a boat, but he'd put the word out they weren't supposed to be out there. I still don't know why he did that.

Akida has a lot of power — what he says goes! I found that out myself. He had to give his personal word on anything I wanted to do — he wasn't even going to let me go up to the Yamaha factory. He treated me really well, but he also very closely controlled what happened and what I did over there.

38: When you crossed the finish line, the guy from *Kazi* offered you a magazine?

Linda: I said "If you know Americans I'll take a cold beer instead!" Ha, ha, ha, ha. That's what prompted Suntory to use me in

their beer ads [Suntory uses *Charlie's Angel* Cheryl Ladd in their brandy ads]. They thought that was so funny that I wanted a cold beer, I don't know why. After that long without anything cold to drink, it was the first thing I wanted. The guy from *Kazi* was going to bring me a beer but he never came back. The next boat that came out had a whole bunch of ice cold Suntory beer — it was the couple from Half Moon bay that helped Hatanaka.

38: Americans?

Linda: Yeah. And they had this six-pack of Suntory onboard, so they threw me a couple of beers and then took off looking for Hatanaka.

38: How long did he finish after you?

Linda: I guess about three or four hours. At that time he was two hours behind me, but then the current was against him. The currents on that inland waterway are really wicked! There's like a bay, but either end of the bay there's a narrow channel. Well, through those narrow channels between the inland bays you get up to 6-knots of

“The lightning bolts
were like telephone
poles hitting
the water around me.”

current. I was stalled for about two hours trying to get through the last channel, only two miles from the finish line, and I had to wait for the tide change before I could get through.

38: So you officially finished 6th and Imada won?

Linda: Imada won in *Taiyo* and Okomoto, who sailed *Ray*, got second. He gave Imada a real good run for his money right at the end. Imada was the favorite from the beginning cause he built the boat for the race, and Okomoto was kind of the underdog — people were really cheering him on.

38: Okomoto was the guy with an ulcer who started the project just last November to prove to himself that he could do it?

Linda: Yeah, he is a really neat guy, a neurosurgeon. He's young but a very, very talented man, I guess.

38: Are you satisfied with your performance?

Linda: I wish I'd not gone so far south toward Hawaii and that I had cut over quicker.

38: Did you actually cut through the islands?

Linda: No, I cut about 40-miles north of Kauai. Part of the reason was because there's a whole chain of islands north of there, the French Frigate Shoals area, that's all uninhabited except for Midway. There's a lot of coral reefs, small islands, sand bars and stuff up in there. I had the charts for it but I just didn't want to take the chance of hitting one.

Taiyo cut north of Midway. Normally up around 30° north it's really unsettled weather, pot luck. But this year the high moved so far north that there were good winds throughout that section — that's where I should have gone.

But I didn't have access to any weather information and so I didn't know where the high was. The guys that were really into Morse Code were tuning into the weather stations, but I wasn't that proficient and couldn't decipher it. Peter Sutter kept kelling me all the channels on short wave that broadcast weather in voice, but I didn't have a good short wave radio and never could get them.

38: So you never got a good weather fix?

Linda: I didn't know what was happening. I just watched the clouds and watched the barometer. Ho, ho, ha, ha.

38: And you didn't talk to anybody the whole time?

Linda: No, just my tape recorder. I couldn't legally talk because I just have a novice license. Actually, I was out there a week before I got my call sign. I had applied for my license so late. This Morse Code thing and studying for my license was done the last two weeks before the race started — it was a real jamming course. But then Pete started a schedule with me; he would communicate with me in Morse Code, get my position and ask me questions and stuff. I got so I could decipher him, but he slowed it way, way down.

As I went along I couldn't hear him so well, and he turned me on to this ham friend of his, Margaret, in Australia. So she was really my mother, a super great lady. As I got farther away and couldn't copy

Pete's code, Margaret took over as intermediary, passing on what Pete had to say. Being Australian, she can talk voice on the frequencies where we had to use code.

38: When you reported in, you reported where? Japan?

Linda: Before I got my call sign I started out illegally reporting my position to either George Masanari in Hawaii or Joe Knowles in Larkspur. Once I got my call sign they requested I give my position to Peter every day in code. So through Margaret I gave Pete my position, and then he would call it in.

Not being able to talk was very restrictive, but after a while it really didn't make any difference. I mean the code came so naturally. It was slower than if I could talk, but I didn't miss talking. With Margaret being able to use voice back to me, it was just as if I were holding a conversation anyway. She was a super lady. She was on the radio at least an hour to an hour and a half a day, and sometimes longer. And she was there seven days a week, never missing a schedule for over five weeks. Towards the end she was on the air three times a day because I got into rough weather, and she was concerned about my fever and stuff.

She was a real pro, she screened a lot of stuff for me that would have been upsetting. Both she and Harry Braun screened a lot of the garbage that was coming through, personal stuff.

38: Did you know about Kato sinking? [One competitor, Tadashi Kato, sank on June 21 off the Oregon coast.]

Linda: Yeah. In fact, I heard part of the transmission between Joe Knowles and him the evening it happened. I didn't get the whole story until I got over here, about how difficult it was to get the Coast Guard out there because of the language problem. But our Coast Guard is a big hero in Japan, the people are really grateful. In fact, many people came up to me and said how grateful they were that the CG went the extra mile and got Kato.

38: Did you see him over there?

Linda: Yeah, he came to the awards dinner. At first I heard that he wasn't going to come, because he felt really bad. Then someone talked him into coming. I went up and said 'hi', shook his hand, and told him he was the best of all of us because he got to Japan first. Ha, ho, he smiled. He was having a good time I guess, but God, that must be an awful feeling to have the boat go out from under you like that. He really handled himself well, bringing his battery and his radio up on deck and everything.

38: How about you, did you have any close calls?

Linda: Yeah, I had a close call one time. I almost hit a freighter one night — either the freighter almost hit me or I almost hit him. That really panicked me. I also had a run-in with a lightning storm that really freaked me out, but the freighter thing was really bad.

It was in the middle of the night and I just happened to come up on deck — I guess I was about 200 or 300 miles off the coast of Japan. I saw a light just coming over the horizon; I watched it and I checked the bearing, but the bearing didn't change. So I went down below and started calling on the VHF, but these suckers don't answer out there — nobody answers. So I just kept watching and watching, and finally realized it was going to be really close because he was moving at such an angle that I couldn't tell which direction he was going.

At night I ran a double headsail with double poles and the main cinched over the rail with the vang. When I realized it was going to be close, I let my pole forward and dropped the sail, then pulled the main in and started reaching up. By then I was beam to this thing and really close! It was a real black night and all I could see was this black hull with the lights, but the lights blinded me so I couldn't see where

his stern was. I could just see the white light which formed a nice circle on the water illuminating my flogging sails, ha, ha, ha, ha. I don't know how fast I was going, but I must have looked like an apparition. Then the guy cut his engines. I don't think he even saw me until then, and I had my strobe on, my spreader lights on — every light on in the boat.

Anyway, he cut his engines right in front of me and then I realized I was going to have to reach up around him. I reached up as far as I could — of course my other jib was poled out so my main was the only thing that was pulling. I grabbed the VHF and just started yelling at him "Get moving! Get moving! I'm just trying to get around you!" I don't know what language he spoke, but I guess he got the message because he started his engines about the time I cleared him.

It was too close, about 20 yards or less. Too close! From then on I hardly slept at all cause I was petrified of these freighters. And of course the traffic really picked up once I got near the inland channels and waterways.

I came close to an island, too, in that French Frigate Shoals area. I wasn't taking the northerly current into consideration and I got pushed north 15-miles one day without realizing it. In the morning I woke up and I had this island next to me. I knew which island it was cause I knew where I was on the chart, so I just turned around and went in the other direction for an hour-and-a-half before going back on course.

38: How were you getting your fixes?

Linda: Mostly with the sun. I never missed a noon sight even during the rough weather off the coast of Japan. It seemed like the sun always managed to come through the clouds about noontime.

Typically I'd take a morning sunsight at around 10 o'clock, which gave me a good longitude line. Then I'd get a noon position to get a latitude line, and that's all I did. If for some reason I didn't get a morning fix, then I'd get an afternoon fix about two which would give me a longitude line also. Once or twice I took a star fix, but the navigation wasn't a big problem.

I only had one small difficulty and that was when I crossed the international date line and moved into the east longitude. I hadn't done an east longitude problem in so long, and I knew there was some changes that had to be made. I knew one of them, but I failed to figure out the other one right away. So I radioed Peter Sutter through Margaret and asked him, and he said 'I'll get back to you tomorrow morning'. Well, I got up about four in the morning and I had it figured out before I heard from him. The rest of the time I was really happy with my navigation, I was right on.

38: Did Hatanaka take the same course as you?

Linda: Yeah, he followed the behind me almost all the way across — he told me he was trying to follow in my track. He was about 100-miles behind me most of the trip, until somehow the last week I ran into a couple of days where I was only making 20 to 30 miles a day. That was just before the typhoon started and it's typical to have a big calm period before typhoons. I got caught in the middle of the calm and he was farther north with more wind and he slipped ahead of me. I caught up with him the night before we finished, but it really hurt my feelings when Margaret told me that he was ahead of me. I said "You're shitting me!" Ha, ha, ha. "There's no way!"

38: On the radio?

Linda: No, ha, ha, ha, I couldn't say bad words in Morse Code. But I think Margaret has a few numbers she uses. I've never seen them on any list of approved abbreviations! Heh, heh.

38: Was that the roughest weather you hit, there at the end?

"Fifty-four days
is a long time to be
cut off . . .
in a lot of ways!"

Linda: Uh huh. The last ten days I ran into a storm when I started heading north. I went across at 25° north — that was my main track going across the middle — and I made my turn and started heading northwest to climb up, cause I had to go up to 34° north. I ran into what I guess you'd call a low pressure area. Lots of rain squalls, rain and wind for about three or four days. But it was just like 20 to 25, nothing above that. It was just a constant, miserable kind of thing. That was when I ran into the lightning storm that really freaked me out. I'd been seeing the lightning at a distance, but then it got closer.

38: Wasn't there something about clouds or smoke that you saw?

Linda: Yeah, the yellow smoke cloud. The Japanese loved the yellow smoke cloud story. I got so tired of telling about the yellow smoke I burned out! Ha, ha, ha.

I'd been seeing these flashes on the horizon for a couple of nights and I really didn't know what they were. I reported the flashes to Harry and he called the Coast Guard. At first I thought it was testing of some sort, cause we had been told they were going to do rocket testing. I thought perhaps they moved their location and didn't tell us. The Coast Guard called the Marine Safety Agency in Japan, which is their Coast Guard, and we had this big international thing about these flashes I was seeing. Well, it turned out it was lightning. I just wasn't used to their lightning storms — those things go all night long, just one flash after another.

But the thing that didn't tie in was this gigantic orange and yellow smoke cloud. It was far enough away that I couldn't see the base of it, because there were smaller cumulonimbus clouds between myself and the big cloud. It was right during the net control that it happened, so I used voice that time. I intercepted Margaret and said "I've got a cloud up here and I don't know what it is, but I want to talk to somebody about it!"

Harry Braun was on the frequency at the same time, and he took down all the information and called Japan. They were really interested cause it didn't click with anything they could explain, so they came back and asked me some more questions, and they told me it might be a volcano. Evidently they still have islands that rise and disappear off the coast of Japan — they still have some hot volcanoes. As a result of my report on the flashes and cloud of smoke, the U.S. Coast Guard said they were going to send a plane out from Hawaii to check it out. They took aerial photos of the area all around my position and then reported back to Harry; they said they didn't see anything uncommon so I shouldn't worry about it. Actually, you know, the flashes were lightning, but they still didn't have an explanation for the smoke cloud.

When I arrived in Kobe the MSA took me aside for about an hour and interrogated me about the yellow and orange smoke cloud. The thing they thought made it believable was that Hatanaka, who was behind me at that time, claimed that he heard a noise like thunder — but he didn't think it was — at the same time I saw the cloud. So that gave even more credence to the volcanic theory. The last I heard

linda

they were still investigating. They told me that if they found an island there they'd name it after me! Ha, ha, ho. Oh thrill, thrill!

38: Wow, your own island!

Linda: Yeah, right, *The Spirit of Suntory* Island, ha, ha.

38: Linda, have you stopped to determine how many women have sailed longer non-stops than you? Not very many, huh?

Linda: In one shot deals, probably not a whole lot. I really don't know. Wasn't there a woman here in the bay area who had come through from Australia?

38: Ann Gash. But we don't know if she'd ever been out for 60 days.

Linda: Fifty-four days is a lot. It got so I forgot what home was. The ham radio made the difference between sanity and insanity as far as I was concerned!

Towards the end of that trip I hit calms where I made 20-miles one day and 30-miles the next. That just blew me away mentally. It was really tough to get it in perspective and say to myself, 'Just hang in there cause you're going to be there in a couple of days.'

It just seemed interminable towards the end, like it was my only job in the world and that I had been at it forever. I tried to visualize home, you know, and people I knew. I even had pictures of people I knew, but it was like 'who are these people?' Ha, ha, ha.

38: Strangers, right?

Linda: Yeah, yeah.

38: Were you mentally pretty cool most of the way across?

Linda: Yeah.

38: Was everybody else okay?

Linda: Yeah, as far as I know. I never had any freakout periods or hallucinations or anything. I had some times when I was really down, but Margaret picked me up. That last day before I finished, after I had weathered the edge of that typhoon for about ten hours, I started up the channel. I was in about a four foot straight up and down chop and I had my 70% genoa and double reefed main. My boat was just pitching and slamming and that was depressing.

38: How hard was it blowing?

Linda: It was blowing about 35 to 40 for about ten hours off the coast. Then I got close into shore and panicky because I couldn't get a fix on the channel. They have three RDF stations, one at either point of land and one farther up the channel. They're really strong over there, but the lightning and the electricity in the air blocked out the RDF signal. I could get one, but I couldn't get a fix on the other two, so I didn't know if I was on this side of the channel or the other.

That was a little touchy. I was only about eight miles off the coast and I couldn't see land because of the storm; also I was getting blown inshore. I was also in that Japan Stream, and a it's at its swiftest right at that point, so I didn't know if I was getting carried north very rapidly or not. I dragged a thermometer over the back of the boat to see if I was in the Stream. They had told me that the typical water temperature was 16 degrees Centigrade in the Pacific, and when you hit the Stream it goes up to 20. I threw my thermometer over in the middle of the storm and it was 24 degrees Centigrade. I said 'I think I'm there!'

38: What was the electrical storm like?

Linda: Shit, it was really bad news. But the people over there laughed about it after I got in because they're used to them.

38: What are they like?

Linda: There are just great huge cumulus clouds like we don't have. 30,000 feet high and in groups. You just see these neon flashes all through the clouds on a continual basis, and some of

them, from the bottom of the cloud to the horizon, are inky dark. One day I sailed into one . . . it was like "I don't want to go there!" Ha, ha, ha, ha.

38: Did the bolts come down to the water?

Linda: The bolts of lightning were from the base of the clouds to the water. One of the storms moved in on me one night, and honest to God I'm not exaggerating, the bolts were like telephone poles hitting the water around the boat.

38: How far away from you were they?

Linda: Not more than 20 yards! I mean they were right on top of me. For about an hour they were within 20 yards to a quarter of a mile from me. They were so humungous!

38: What do you mean they were like telephone poles?

Linda: They were columns. They didn't even zig zag.

38: They must have been like lasers coming at you.

Linda: They were, and they would light the whole horizon. You could see the whole edge of the horizon all around, which was like three miles around. If one of those things had ever hit the boat it would have melted it! Ha, ha, ha, ha.

38: Did you have your through-hulls bonded and all that?

Linda: No. No one told me there would be lightning storms west of the dateline! Ha, ha, ha, ha.

38: The real question is why it didn't hit you. If anything the boat would be a natural lightning rod.

Linda: That's what I thought too, but somebody later told me that for some reason the ions are attracted to the water. Sometimes if your boat is grounded it will actually attract rather than repel lightning. I talked to another guy at NORC that races offshore and he had exactly the same experience. He said he sat on his boat and he was sure he was going to get hit, but it never touched the boat. So I don't know, there's some sort of electrical field that attracts it to the water rather than to the boat.

But I want to tell you, that was the worst. I think I was more frightened at that point in the race than at any other. I was really shook up.

38: Was that the most shook up you'd ever been in your life?

Linda: No, no...

38: What was worse, getting married the first time?

Linda: Yeah, I locked myself in the bathroom, ho, ho, ho, ho, ho.

38: This storm went on for 10 hours?

Linda: No, no. Intensely it was there for about an hour, and then it took three hours for the storm to move out of the area. But I didn't have any wind so I couldn't go anywhere anyway. I just went down below and went to sleep for a couple of hours.

38: Linda, everybody says, after they do something like the race to Hawaii or Japan, they'd never do it again — but then the next year they do. How do you know you won't do this Japan race again?

Linda: Ha, ha, ha. I don't think they'd want to put out all the money to show me around again. I'd like to be on the race committee next time, and I've been appointed, unofficially by NORC, to be the liaison person and drum up business on this end. They really want more American participants next time, and they want me to pass the word. It's going to be held on a regular four year basis.

I hope someone goes next time, we need more representation. The NORC really puts on a class act. Their budget for the race was between \$150,000 and \$200,000, because they get donations from big corporations.

38: Is everybody crazy about sailing over there?



All dressed up and no place to go: Linda at her halfway party.

Linda: The general public is really keyed into sailing. Even the people who don't sail are crazy about it. I had people walk up to me on the streets in Tokyo and want to have my autograph and have their picture taken with me! I come back to the U.S. and who cares, right? Ha, ha, ha. Actually that's nice, I've had enough of being a hero.

I went to dinner one night in Kyoto and the guy who owned the restaurant asked me if I was there on business. I said I had sailed there, and he said "Oh, you must be the American woman singlehander!" He invited me into his house, fed us tea and cookies, called a cab and walked us personally out, gave us his card — they just went crazy over us.

38: What was the cooking show?

Linda: The cooking show was great. It was a TV show. I don't know how to cook, ha, ha, ha.

38: So they had you on the show, the 'American singlehander'?

Linda: Yeah, right. I was going to do something like hamburgers. I do not cook, right? I said 'how about spaghetti sauce' and my interpreter, who knew what was going on, said 'I don't think that would be too appropriate. Why don't we have a fish dish?' I said 'I don't know how to cook fish' and she said 'Well, maybe we'd better find a recipe.'

Peter Brown, who came over to meet me, is an excellent cook and came up with a scallop and cucumber thing, grilled, with this butter sauce. It came out pretty good but I kept saying 'I'm going to blow the butter sauce!' He said, "Don't worry, they're cooks and they do the work, all you have to do is stand there and stir." Not so! Ha, ha, ha, ha! In Japan, you cook your own!

38: What was it like when you came in? Was there a lot of television and stuff?

Linda: Yeah, the whole number. When we pulled into the Custom's dock there were 1000 people standing there, and Suntory had this huge banner about 20 feet long: 'Welcome, Linda, Spirit of

Suntory!' And they had about 20 of these kewpie-doll girls in costumes carrying the banner. They bring me up on this dock, and I'm not exaggerating, there were 20 or 25 reporters and cameras. They hauled me up with Hatanaka and made us stand on little pedestals where they hung these medals around our necks. Ha, ha, ha, ha, ha. It was like the Olympics. And then they gave me three great big bouquets of flowers and put this funny little captain's hat on my head. Little did I know that hat was my trademark from then on with Suntory; I had to wear this stupid little white captain's hat everywhere. I'd always leave it in my hotel room and some little girl would come running out at the last minute and put it on my head.

Then they had this great parade and they carried the banner up the street. A guy up front with a loud speaker announcing who I was, and I had to walk in front of the banner. We walked the full length of the exhibition grounds and then went into this office building where we had a press interview. From then on my life wasn't my own.

38: How long were you there afterwards?

Linda: I was there a couple of weeks; I just got the last three days off to do what I wanted to do. And they really didn't want to turn me loose, but I insisted that I have at least three days to travel and do what I wanted. I worked for them 24 hours a day; I mean they treated me beautifully, but I was under house arrest.

I had no control over my own life. I had to beg to get a day off to go up and see the Yamaha factory because they didn't want to let me go. Mr. Akida made all the decisions about what I did and didn't do. I pleaded with him to let me go to the factory, but he just didn't want me to go. He kept saying "Yamaha didn't give you any money so why do you want to go?" He couldn't grasp that I was curious to go see the factory. While I was there the Yamaha people took a whole lot of pictures and I told them not to print any of them until I was out of the country!

38: How were the people at Yamaha? Were they receptive?

Linda: Oh, yeah. I went up on the train one day and they took



Nav station, manned by Teddy, womanned by Linda.

me down to the Yamaha Marina on this beautiful lake. They have *Wings of Yamaha* enshrined in their parking lot, ha, ha, ha, I'm not kidding. We drive into the parking lot and here's this boat. The hull is all faded out, but it's up on a cradle at the end of the parking lot with a big plaque and a barricade around it. Ha, ha, ha.

They put me in this powerboat and we went the full length of this lake, about 20 miles at high speed, to this beautiful resort where we had lunch at this French restaurant that was really exquisite. Then back on the powerboat, it was a real rush day, to the factory. The design engineers came down and we were going to have a discussion session, but we ran out of time because I had to get back to the train station. Suntory was promised me back by six o'clock.

38: Ha, ha, ha, ha.

Linda: So anyhow, I had a small chance to talk to them about a few of the features I was disturbed about.

38: What were you disturbed about?

Linda: Well, some of the things have already been changed, mine is one of the originals. They've changed the hull design to make it more competitive downwind. They've also moved the engine aft cause my boat has it forward. One thing that bothered me in the race was the rubber collar that fits in between the mast and the cabin top. It's in two sections, and as the mast works the collar tends to slip free. So I spent a lot of time with my hammer and my wooden plugs putting it back.

38: Any other Yamaha's in the race?

Linda: Yeah, there's still one that's out there. *Blue Jay* claims to be a Yamaha 33, but it's a modified one. He broke his forestay early on in the race, so he can only use his storm jib. He's still out there.

38: Geez.

Linda: The last I heard he's still out there with Harumi, the one who came in late and started late. I think Harumi is going to beat *Blue Jay*. Three days ago they were still 900 miles off the coast, or something like that. They don't expect them to finish before the end of August.

38: That's going to be what, like 90 days?

Linda: Yeah. They've already been through a typhoon and now they're stuck in a high, becalmed. That's mental strength, to put up with that. Those poor suckers, man, I just have to feel for them.

38: Did you eat all your suckers?

Linda: Most of them, they were pretty good. Anything that didn't have to be cooked I ate. I ended up eating a lot of cold canned goods and stuff. With the intense heat I didn't want to fire up the stove. You could fry an egg on the deck during midday. I want to tell you, I got burns on my arms from touching metal things outside. It was miserably hot.

38: Did you have a dodger you could get under?

Linda: I've got a little dodger, but it's completely plastic so it doesn't really cut down the sunlight. I really had to stay down below out of the sun during the hottest part of the day.

With the position of the sun I could go out on the foredeck early in the day, but the boat gets real squirrely if there's extra weight up there, so I couldn't really sit there comfortably. The sun would go forward of me, and then about two in the afternoon the cockpit would get shaded and I could get outside. But I was dripping wet all the time. I took a lot of salt tablets, and it's a good thing I did cause I think that made a difference. If anyone had gone without they would have had to drink seawater, I guess, to get their salt.

38: What was the temperature like at night?

Linda: It was still really warm at night. It was bearably warm, but you still couldn't put anything on. You had to sleep with nothing over you.

38: Did you wear your harness all the time?

Linda: I wore the harness most of the time when I went forward, but I didn't wear the harness that much in the cockpit. I'd go forward with it, and then I'd have to unclip to go from one side to clip in on the other side. This Lirakis, it fastens together but there's a cylinder that you screw down to tighten it. Well, when it gets salt water in it it freezes. So what happened was a lot of times I'd unclip from the harness and run back and forth. I always said my three Hail Mary's before I did that.

38: Has the trip changed how you view the rest of your life, or is it just something you take in stride?

Linda: There hasn't been any big mental breakthroughs in knowing myself and all that. I feel a lot more self confident now meeting people and crowds. I mean all I can talk about is sailing, but I feel more confident meeting people, and that's something I've always had difficulty with. The sailing part of it, I feel really good about myself that I did it, but I'm not ashamed to say I don't think I'd want to do it again. That's an honest appraisal. I wouldn't mind doing the OSTAR, you get beat to death, but at least you get there sooner, ha, ha, ha, ha. I don't mind rough weather. In fact, I enjoy it.

38: Is that right?

Linda: I hate light air. I'd rather go out in 30 knots — but nothing over 50. Somewhere around 30 is just fine, I'd take that any day over light stuff.

38: Was there any great feeling of elation when you were getting close?

Linda: It took me to the last mile to really get turned on to it. Up until then I was just so fagged out that it was too hard for me to realize I was really there. When the boats started coming out to greet me my spirits buoyed, because up until then I was just so discouraged by the head current. I said "Am I going to finish tonight?" They said "Yeah, when the tide turns you'll just be swept in and across the line." Then I started feeling better. But I never really accepted the fact that it was going to be over until I saw the buoy and I was coming into the finish line.

38: Do you think it was some sort of mental game you played?

Linda: Yeah, I play the mental game. I don't let down until I

know it's there in hand.

That last day before the finish and the day before that when I was in the heavy weather, I was really down. Margaret kept saying "Well, just think, you've only got another day and you'll be there, and there's going to be all these wonderful people to greet you, and all this is going to happen to you." I told her 'Margaret, I can't deal with that. My mind won't accept that cause right now all I can think about is the boat, moving the boat.' Those last few days were really bad cause every time I hit calm air I'd cry, you know. Ha, ha, ha. This is not fair! It was almost like I was going two steps backwards for every step forward.

Talking on the radio kept me mentally alert to things, and I really enjoyed . . . well, after being in the cabin during the hottest part of the day, I really enjoyed the evenings. I'd go out and I'd sit in the cockpit from late afternoon through the evening and just look out at the water. I'd get claustrophobic in the cabin during the middle of the day, so I really spent a lot of time outside and I slept in the cockpit a lot. For one thing it was cooler out there at night, but it was also just seeing the stars and everything.

Even if it was cloudy and we had rain squalls during the day, it usually cleared up during the evening and the early part of the night. Then the squalls would move in around midnight, so I could expect to get up, or have to get, something at least once or twice during the night. I got up anyway about every 45 minutes to check around.

38: How far off Kauai did you go?

Linda: About 40 miles. I saw one boat.

38: Did you feel a lot like going in?

Linda: Yeah, yeah! Ha, ha, ha. That was a real mental thing for me to pass Hawaii. Mentally I went down that same road last year, so there's no sweat, right? I knew the road. Then when I got closer I heard the Hawaii radio stations, and I kept thinking, 'if I could figure out how to get into Hanalei Bay and drop anchor and go in and get a cold beer and get back on the boat, I would do it!' Ha, ha, ha. But there was no way I could get in and out without starting my engine. Ho, ho, ho, ho. Or I might have done it.

38: Would it have been legal?

Linda: I don't know why it wouldn't have been. There's nothing really in the race instructions that says you can't . . . but I didn't want to be DSQ'd. But I was really careful. When I did my very few conversations with other people, I was careful to say, 'Don't tell me my position or any weather because it's against the rules.'

38: How's was all your gear? Did your vane work well?

Linda: Yeah, the vane worked really well except in winds under five. I'd have to steer it then and work up apparent wind speed.

38: You didn't have an auto pilot?

Linda: They don't allow them. I own a Tillermaster that would've been really nice in that light stuff.

38: Did you know what was going on in the rest of the world?

Linda: I kept up on most of the major news, like the air controllers strike and stuff. I listened to the TransPac check-in.

38: Was that a lot of fun?

Linda: Yeah. I couldn't tell handicap-wise who was ahead of who, but I had an extra chart of Hawaii plotted for everybody that I was interested in. It was really neat. Their check-in was 5:30 my time, so I'd get up and turn on the radio and listen to their check-ins and plot about ten boats that I knew. There was some fellow from Southern California that called Margaret the morning *Merlin* finished to make sure that I knew *Merlin* set a new record.

38: She didn't set a new record.



Whiter whites and brighter brights.

Linda: They told me she did.

38: They missed by 46 seconds.

Linda: You're kidding!? Really? Oh, wow. Oh, my God!

38: Do you want to do the race to Hawaii next year?

Linda: Yeah, I'd really like to do it, although I probably won't have a boat cause I'll have to sell mine.

38: Why do you have to do that?

Linda: So we can get divorced. Neither one of us can afford to buy the other one out and still make the payments.

38: Do you still want to sail?

Linda: Oh, yeah, I'll have to buy a boat, but I won't be able to afford much more than a Santana 22 when I get through with this deal. Ha, ha, ha, ha.

38: Should we mention you're looking for a boat to do the next singlehanded Transpac?

Linda: If someone wants a boat sailed, if they're willing to put the necessary equipment on it, I'd like to do it.

38: Isn't it going to be difficult to part with your boat? Or don't you feel that close with it?

Linda: I felt a lot more affection with it after the Hawaii race, but now it's like "Oh, God." I guess I'm ready to give it up. The only thing I hate to give up is the comfort. It's such a nice boat, but there's just no way I can afford it because teachers don't make that big a salary. I'd like to get a new boat from Yamaha to go on the OSTAR, but I don't think they would sponsor something like that.

38: Are they more conservative?

Linda: They're not really that big on handing out money, I don't think. But they're providing all the preparations for my boat coming home, giving me the cradle and buying me the shipping insurance, and all that. So they're taking good care of the boat for me from that end.

38: What do you think the whole thing costs? What you had to put out and what Suntory had to put out. Did they put out a flat fee or did they pick up a lot of bills?

Linda: No, they just gave me a flat amount and I didn't use all the money. At first I didn't think it was going to be enough, but, well . . . American President Lines is shipping the boat for free.

38: Did you have trouble violating the cultural customs in Japan?

Linda: Oh, yeah, I violated a few of them, but in Japan they just

think "Dumb Americans." I'm sure that's what they think.

But I wasn't prepared because no one told me what Suntory was going to do with me. When I got over there it was a full fledged campaign that I walked into. One of the things, they had me built up as this All-American girl, you know, this teacher, purified and all that. So I show up with my boyfriend, right? And we wanted to stay in the same hotel room. It blew their minds, cause in Japan there are no live-in relationships. Either you're married or you're not married.

38: And you're not even divorced yet?

Linda: That's right. They knew that too! Ha, ha, ha, ho, ho.

38: What was it like with the press?

Linda: I had an interpreter who lived right next door to me at all the hotels. She got so she could answer the questions for me. We got the same old thing, you know, "What's your motivation?," "What's your next challenge?," "Tell us about the yellow smoke?," "Were you scared?," "How did you handle solitude?" But the thing they were most interested in was the fact that I had been married four times! Ha, ha, ha, ha. That's no lie. This is unheard of over there.

38: Once is enough over there, right?

Linda: That's right! Ho, ho, ho. They mess around a lot, but they only get married once.

38: Is that how they do it, they mess around a lot?

Linda: Well, the husbands do.

38: Linda, it can't be a one-way street. It takes two to tango.

Linda: Yeah, I know, but it must be with unmarried ladies or geisha girls or whatever. It's still very old fashioned.

Some of the women in the larger metropolitan areas are just now beginning to break free of the cultural ties; but, basically mother stays home with the kids, Dad works 12 to 14 hours, comes home to sleep, and gets up the next morning to get on the road to go to work. They don't spend vacations together. Mothers have their own little social unit with other women. Fathers have their own social unit with other men. When fathers go on vacation, they go to places like hot springs where they have consorts, like geisha girls, that they spend their time with, and it's all very acceptable.

But they're very interested in boy-girl relationships in America! I was interviewed by a society editor, a man, from one of the main newspapers. This guy really got into depth, I couldn't believe it. "Why did you get your first divorce? What was wrong with your second husband? Do you think it was his fault? What did you guys do together? What do people do on dates in America? Is it true about hot tubs?" They're very, very curious cause all they hear is bits and pieces. He really wanted to find out if the publicity they get is true or not. I told him I was so pure I couldn't tell! Ha, ha, ha.

38: Well Linda, how did you like fame? You were sort of famous for a couple of weeks there.

Linda: Ho, ho, ho, I just prefer being me, although it was kind of a kick. Yamaha took some really gorgeous shots at the finish, and the last few days I worked for Suntory they blew them up and put them up in their exhibition hall at Portopia. They sat me down at the end of the hall signing autographs — and they were selling them, right?! I'm going "Nobody is going to buy these. This is ridiculous."

38: And did they sell?

Linda: Yeah, people just lined the length of the hall to buy these pictures with my name on it. Ho, ho, ho, I said "I can't believe this!" Over there they haven't heard of, you know "To . . ." where you autograph to someone. As soon as I suggested that there were more people than ever. They loved it.

38: A new American invention.

Linda: Yeah, right. The next thing I suggested was that I'd be glad to pose with the kids, and then there were even more people. Pretty soon we had 300 people massed around. I mean, it was just unbelievable, you just feel really weird.

I asked what Suntory was going to do with the money from the sale of the pictures, and they said they were going to give it to charity. I said "Well, can I suggest a charity?" and they said sure. So I told them to give it to Totsuku and his sailing school for disadvantaged kids. They got a big kick out of that. They thought that it was nice and they said they would.

But it was real nice to get back to normal and be able to move unrestricted and not be on a tight schedule.

38: Did anybody pick it up locally? Like the Alameda . . .

Linda: *Times Star*. No, I haven't heard from them. A reporter from the *Argus* came over this morning to interview me. He drove from Fremont to Alameda so I figured I still have some juice in Fremont! Ha, ha, ha. They've been very loyal in Fremont because I've been teaching there for 10, 11 years, and my Dad lives there.

They ran about 3 or 4 stories, some of them were pretty hashed up. I saw one of them over in Tokyo and it sounded like a fairy tale. They threw in all the interesting stuff, like the helicopters that buzzed me, that I saw flashes, got caught in the storm, my fever, that I was dying and got caught in a typhoon. They had all this garbage thrown into one story. I mean all these things happened, but it wasn't all quite compressed into two days. Things happened, fortunately, far enough apart that you'd get bored and you needed something to live it up.

38: Did you write a story for *Kazi*?

Linda: Yeah, I wrote a story for them, I put about four hours into it. It wasn't extremely well done, let's put it that way. But at the time I did it I was not too happy over the film situation, and I really didn't give a shit what I wrote for them as long as I met the required number of words.

38: What was the film situation?

Linda: Well, they took all my personal film. I explained the film you gave me was not to be used, and I had some movie film I had contracted out to Kinder-Photo.

38: *Kazi* wanted all that stuff?

Linda: *Kazi* says "We'll just develop it as a personal favor." But I was certain they understood that they couldn't keep it. So we had an agreement that they were to return all the film except for the slides going to be used in the article by August 5th. August 5th came and went and I didn't get my film.

Then I found out the promotion agency that Suntory was using for me had taken my personal film from *Kazi*, and they were duplicating my slides and passing them out to newspapers and magazines. I came down on them and got that cleared up, but then *Kazi* didn't give me back the movie film and black and white film. If they don't get 'em back to me in a month, I'll get Akida on them. To help him along I'm going to send him a case of good California wine.

They love presents in Japan. I tell you, that's the best way to get favors, thank you notes and presents.

But it was really the experience of a lifetime. The trip, and then getting the star treatment, that was something I wasn't expecting. I've thought about taking up flying when I get bored with sailing, but I don't think I'll get bored with it for awhile. I'd like to do the next doublehanded Around-The-World Race. I want some company next time!

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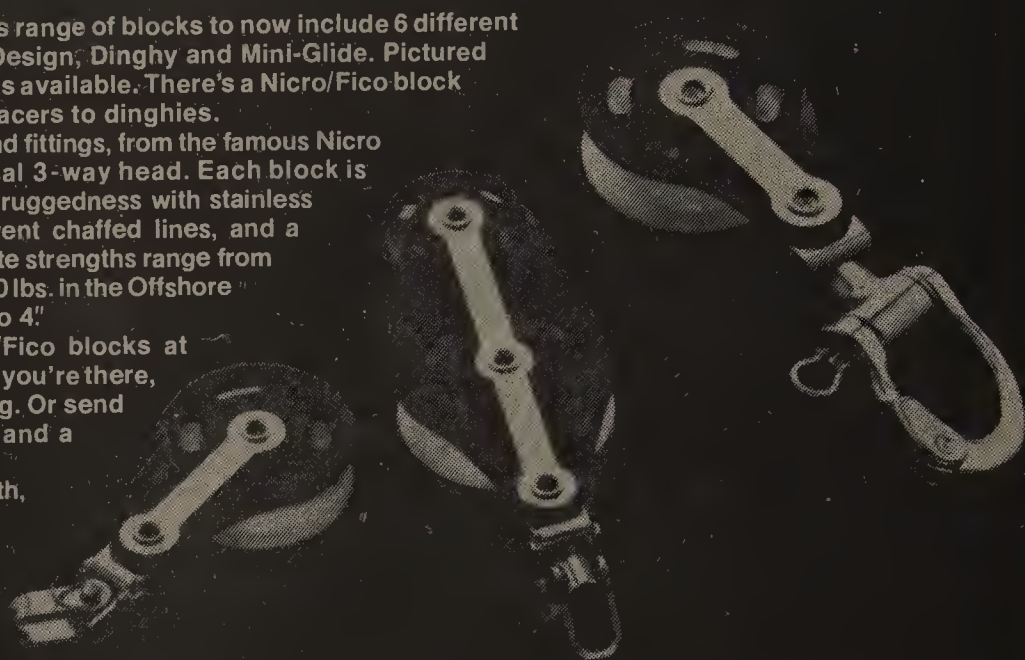
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BIG BOAT PREVIEW

Fall has arrived and that means it's time for the west coast's best racing show, the St. Francis 'Big Boat Series'. There is no better opportunity for spectators to watch the major leaguers trade punches as they charge around the bay in pursuit of fame, prestige, and all the other fabulous rewards of big time yacht racing.

Over fifty boats have signed up for the series, including winners of every class in this year's TransPac. Racing commences on Sunday, September 13, with further competition on Monday the 14th, Wednesday the 16th, Friday the 18th, and Saturday the 19th. All races start at 1:00 except Wednesday's 3:00 p.m. 'businessman's special'.

Besides the usual five perpetual divisions, entries will be allowed to organize themselves into three-boat groups to compete for an overall team trophy. The trios can either represent a yacht club or geographical area, and will compete for fleet, not class, points.

Race Committee coordinator Jim Taylor at the St. Francis encourages spectators to not only watch the races from land and on water, but to come down to the docks and have a close-up look at all the boats. Naturally you should do this a reasonable enough time before or after the races so as not to complicate the entrants' lives.

Spectator boats are respectfully asked to stay clear of the racers' air. It would also be nice if you don't park your boat between the St. Francis and the St. Francis rounding mark — it completely blocks the view for the multitude of shoreside spectators.

While all the races start down by Treasure Island, the courses are laid out with the City Front spectator in mind, so that's the best spot to catch the action. Depending on the tides, racers will be beating up or spinnaker running right down the beach, and all races end directly in front of the St. Francis. You



Mirage (left) and Inca during the 1979 series.

might find it hard to get into the club itself, Taylor warns, but there will be plenty of space to watch from either side of the club. We suggest you arrive early and park your

car facing the water next to the St. Francis — you get a ringside seat right in your car. A pair of binoculars, a few beers, a picnic lunch, and you're in fat city.

From the looks of this year's entry list, the racing will be hot. The St. Francis Perpetual division features seven of Bill Lee's Santa Cruz 50's this year, all competing on a boat-for-boat basis. Entrants include Bob Brockoff, Larry Burgin, Randy Parker, and Stewart Kett of Santa Cruz. Jim Feuerstein's brought his *Tribute II* up from Marina del Rey, and San Francisco's Paul Kaplan leads





Hawkeye and Zamazaan (right) both return for 1981.

LATITUDE 38

a syndicate of John Bruns, Scott Lamson, Tom Price, and Lee Tompkins on *Hana Ho*. Hank Grandin, Jr. rounds out the field with *Night Train*. Our picks: Larry Burgin and Randy Parker who are both smarting from disappointing finishes in the TransPac.

The City of San Francisco Perpetual

features the biggest of this year's Big Boats. Last year's winner and winner of Class A in this year's TransPac, *Zamazaan*, is back, under the new ownership of Larry Stewart. A repeat victory won't be easy, for he's new to the boat and will have deadly Dennis Connor breathing down his neck in Sol Kleinman's lovely 58-ft. *Swiftsure*. *Great Fun* is Clay Bernard's new 50-ft. Davidson-design,

and you can't count her out because she went like a bat-out-of-hell in her first few outings on the bay. Other notables include Hank Easom on a brand new Swan 51; John Buchan, brother of Star world champ Bill in a Chance 54; and the always-tough 48-ft. *Hawkeye*. Our picks: super aggro Dennis Connor and Clay Bernard.

A typical course.



For top talent all the way down the list, you can't beat this year's Atlantic Perpetual division. Irv Loube's *Bravura* took second in Class in the last S.O.R.C., and won her division in the TransPac. Dave Fenix's *Pegasus* had a good S.O.R.C. two years back and Bill Clute's *Annabelle Lee* finished a strong second in the Long Beach Race Week. Gerry Simonis' *Jetstream* ripped in last year's Big Boat Series and this year's Long Beach Race Week; two years back John Reynolds had all four bullets in the Big Boat Series with *Ghost*. John MacLaurin's new fractional-rigged *Pendragon* has been fast, and Warren Hancock's *Aleta* has been sailing better than ever recently. Our picks: *Jetstream* and *Bravura*, although as the low-rating boats in the division they'll have to battle like hell for clean air. The biggest boat, *Annabelle Lee* could do well, particularly if Tom Blackaller is not around to distract them.

The biggest division of all is the Keefe-

ST. FRANCIS PERPETUAL TROPHY

Sail No.	Yacht	Skipper/Owner	Design/Rig	Rating	Yacht Club
12	<i>Silverstreak</i>	Bob Brockoff	Santa Cruz 50/m	59.9	Santa Cruz
8927	<i>Oaxaca</i>	Larry Burgin	Santa Cruz 50/m	59.9	Santa Cruz
8929	<i>Chasch Mer</i>	Randy Parker	Santa Cruz 50/m	59.9	Santa Cruz
8956	<i>Octavia</i>	Stewart Kett	Santa Cruz 50/m	59.9	St. Francis
67776	<i>Tribute II</i>	Jim Feuerstein	Santa Cruz 50/m	59.9	Del Rey
77007	<i>Hana Ho</i>	Bruns, Lamson, Kaplan, Price, Tompkins	Santa Cruz 50/m	59.9	St. Francis
	<i>Night Train</i>	H. Grandin, Jr.	Santa Cruz 50/m	59.9	St. Francis

CITY OF SAN FRANCISCO

3883	<i>Zamazaan</i>	Larry Stewart	Farr 52/f	42.1	Nawiliwili
5744	<i>Swiftsure</i>	Kleinman/Conner	Frers 58/m	48.4	Richmond
7941	<i>Hawkeye</i>	California Maritime	King 48/m	41.6	CMA
8934	<i>Defiance</i>	A. & A. Easom	Frers 51 Swan/m	40.0	St. Francis
30200	<i>Glory</i>	John Buchan	Chance 54/m	44.6	Seattle
30711	<i>Great Fun</i>	Clay Bernard II	Davidson 50/f	39.9	St. Francis
57961	<i>Checkmate</i>	Monte Livingston	Peterson 50/m	43.2	Del Rey

ATLANTIC PERPETUAL TROPHY

8919	<i>Pegasus</i>	David Fenix	Holland 46/m	36.0	St. Francis
8964	<i>Annabelle Lee</i>	Bill Clute	Peterson 48/m	38.1	St. Francis
8987	<i>Bravura</i>	Irving Loube	Frers 46/m	34.8	St. Francis
67025	<i>Aleta</i>	Warren Hancock	Peterson 46/m	36.8	Newport Hrbr
67281	<i>Jetstream</i>	G. F. Simonis	Peterson 44/m	34.6	Newport Hrbr
67293	<i>Ghost</i>	John Reynolds	Peterson 46/m	36.9	Newport Hrbr
77177	<i>Pendragon</i>	John MacLaurin	Davidson 45/f	35.5	California

KEEFE-KILBORN

3325	<i>Monique</i>	Chris Gasparich	Farr 13 Mtr /f	33.9	St. Francis
8937	<i>Moonshadow</i>	Winn/North	Serendipity 43/m	33.5	Tiburon
8948	<i>High Noon</i>	Thomas Harney III	Peterson 41/f	31.9	Sausalito
8954	<i>America</i>	Richard Mann	Serendipity 43/m	33.4	St. Francis
8958	<i>Sloc</i>	Otterson/Pingree	Serendipity 43/m	32.8	San Francisco
8972	<i>Mac Pac</i>	G. McCormick	Wilderness 40/m	32.2	Santa Cruz
8986	<i>Wings</i>	Hall & Stocker	Serendipity 43/m	32.8	St. Francis
18900	<i>Leading Lady</i>	Munro & Reisch	Peterson 40/m	31.8	Coyote Point
24303	<i>Shockwave</i>	David Fladlien	Davidson 45/f	33.9	San Francisco
30333	<i>Love Machine V</i>	Hokin/T Whidden	Peterson 40/m	31.4	Noroton
67666	<i>Irrational</i>	Leet/Bertrand	Peterson 41/f	32.0	St. Francis
67692	<i>Free Enterprise</i>	Richard Ettinger	Serendipity 43/m	33.0	Newport Hrbr
67919	<i>Illusion</i>	Ed McDowell	Choate 44/m	33.9	King Harbor
77026	<i>Quamichan</i>	Sandy Clark	Davidson 44/f		L.A. Corinth.
77090	<i>High Roler</i>	Bill Power	Holland 43/m	33.4	Newport Hrbr
77220	<i>Sister Divine</i>	Delfino & Gayner	Davidson 44/f	33.7	Los Angeles
77270	<i>Lone Star</i>	Burton Benjamin	Serendipity 43/f	33.5	Southwestern

RICHARD RHEEM PERPETUAL TROPHY

8931	<i>Hayden I</i>	Jim Mizell	IP 40/m	31.6	St. Francis
8945	<i>Demasiada</i>	Stanley Rinne	C&C 40/m	30.4	St. Francis
8946	<i>Invictus</i>	McGrew, Moffet, Corlett	C&C 40/m	30.4	St. Francis
8978	<i>Damn Near</i>	Bert Damner	Kaufman 41/f	31.5	San Francisco
14035	<i>Impetuous</i>	Myron Erickson	C&C 40/m	30.0	Richmond
18901	<i>Compass Rose</i>	Murphy/Trask	J-36 /f	31.7	St. Francis
18981	<i>Gryphon</i>	Bill Carter	J-36 /f	32.0	St. Francis
29000	<i>Sweek Okole</i>	Dean Treadway	Farr 36/f	30.0	Island
39000	<i>Race Passage</i>	John Merrill	S&S Swan 44/m	32.0	San Francisco
47774	<i>Candenza</i>	C. Eichenlaub Jr.	Peterson 40/m	31.9	San Diego
57311	<i>Salsipuedes</i>	Fred Frye	S&S Swan 431/m	32.7	San Diego
67377	<i>Tomahawk</i>	John Arens	Holland 41/m	31.5	Balboa
67660	<i>Midnight Sun</i>	Arneson, Dougherty	Choate 40/m	30.6	San Diego
67742	<i>Trix</i>	D.A.M.P. Synd.	Choate 40/m	30.3	Cabrillo Bch
67800	<i>Shenandoah</i>	B. Palmer Jr.	Holland 40/m	30.9	Newport Hrbr

Kilbourn. There are 17 entries, six of them Serendipity 43's, topped by TransPac class winner Dick Ettinger's *Free Enterprise*. Picking a winner in this big group is tough, but some of the notables include Lowell North chartering Ned Winn's new Serendipity, *Moonshadow*, right out of the box; Richard Hokin and sailmaker Tom Widden who are bringing *Love Machine V* out from Connecticut (to our knowledge the first east coast boat trucked out for the series); Ed McDowell's Choate 44, *Illusion*, was second last year; Bill Power's newest *High Roller*, a Holland 43, was disappointing at the SORC but could be tough; Stan Reisch and Bruce Munro's *Leading Lady* has won this division the last three years; last year's second place boat, *High Noon*, is also back, now owned by Tom Harney.

Our picks: Normally we'd go for *Illusion* and *Leading Lady*, but many experts say *Love Machine V*, all the way from Noroton, Connecticut, is a cinch for class honors.

Fifteen boats will hit the line in the Richard Rheem Perpetual, including TransPac overall winner *Sweet Okole*, which doesn't have much of a chance here. Bill Palmer's *Shenandoah* finished second last year and should be strong, particularly with the absence of Dave Ullman on *Bigwig*. Two Choate 40's from southern California look hot, *Trix* and *Midnight Sun*, particularly with sailmaker Ron Dougherty on the latter. Local hero Chris Corlett mounts *Invictus*, a C&C 40; and the old *Mirage*, Myron Erickson's *Impetuous*, has won this event several times. Bert Damner's new *Damn Near* has been good on the bay and getting better. To make things interesting, two production J-36's will be racing: Don Trask driving *Compass Rose*, and Bill Carter leading *Gryphon*. Our picks: *Shenandoah*, *Damn Near*, and *Midnight Sun*.

This Series is going to be a pleasure to watch, and with this year's two weekend dates, you should have plenty of opportunity. Watch carefully and you'll learn a lot of tricks to make your boat go faster — all while you picnic on pleasant fall afternoons — see you there!

— latitude 38

TORRID SUMMER PLACE

ALL PHOTOS BY CHARLES KURLANDER

Any discussion of summertime at Puerto Escondido, Baja's best hurricane hole, must begin with the weather. For when the earth tilts to summer and the shadows grow shorter, this bay can become intolerably hot.

Raising the red, white and green.



A boatowner without an awning is indeed a naive angel in hell.

As long as the southeast breeze prevails during the day, you can lurk in the shade, and conserving motion, happily endure the desert heat. But at night when the breeze falters, the heat makes the very thought of a cruising life-style oppressive. One couple recently put their boat up for sale. "Why waste three months of our lives sitting here waiting for the weather to change?"

Why waste three months of your life? Because summer is the season when most boats in Mexico sit tight against the threat of hurricanes. Bred off Central America or the south coast of Mexico, these cyclonic storms move northwest at speeds of up to 360-miles per day. They usually turn westward around Cabo Corrientes during the months of May to August, but by September and October they are apt to continue on a north or northeast course, either crossing the southern coast of Baja or moving right up the Sea of Cortez.

Puerto Escondido was seemingly created to provide the best possible protection from just such a weather convulsion. It is a small land-locked bay 15 miles south of Loreto about a third of the way up the Baja peninsula. To the west craggy escarpments of the Sierra de la Giganta fall 4,000 feet. Just offshore, the brown islands of Carmen and Danzante, Catalana and Monserrate, sit desolately in the green waters that are home to one of the thickest and most varied populations of fish in the world. It is these same waters that feed the bay of Puerto Escondido through a 70-ft. wide, 9-ft. deep entrance that is kept open only by the tidal currents that race through.

This year the population of boats within the bay fluctuated between 15 and 20, including *Delia*, *Waves*, *Folksong*, *August Moon*, *Kiyomi*, *Aldebaran*, and *Endeavor*. The boats were of all types and rigs; aluminum, wood, cement, glass; ketches, sloops, lugs, and cutters.

The number of boats in Puerto Escondido

this summer contrasted sharply with the six to eight boats here the previous year. That was the 'Year of Gómez', when the demand for Import Permits — not previously required — sent terrified owners back to the States. That was the year yachties became



Puerto Escondido, as seen from the "Waiting Room"

adept at dodging the naval gunboats which infrequently checked the papers of any boat anchored in the bay. This year, Gomez is gone and Import Permits are again not required on the Baja peninsula. What is needed is a valid tourist card, valid boat papers,

and the continued benevolence of the Loreto Port Captain.

The few problems with authorities that have arisen since last summer have come from a squadron of the Armada. Last fall they moved in, expropriating a cinderblock

house that overlooks the bay from a group of coral divers. The troops were stationed at Escondido to prevent theft — a few outboards, as well as fishing and diving equipment had been stolen that summer. But it wasn't long before the troops themselves

TORRID



Folksong sails past "El Solitario", 115-ft. pinnacle or rock guarding Bahia Agua Verde.

noise of the firing range which periodically punctuates the empty silence of the desert.

Still, the silence that envelops Escondido is rarely disturbed, and more frequently accentuated. It is the silence of dawn as the sun illuminates the spires of the Sierra de la Giganta; the silence of the evening when the herons stalk the mudflats; the silence of the night, periodically broken as a leaping mullet slams back into the bay.

Within this quiet context boat parties sometimes develop and eventually erupt. When the tranquility grows too thick and at the slightest hint of boredom, dinghys begin to gather. Sometimes ashore or at a willing boat; sometimes to drift together around the bay. Like a hurricane these parties are often slow to build, but no weatherman can predict their eventual direction — especially if they are fueled with cane alcohol. This uniquely Mexican liquid is purchased at the *farmcia*, and blends easily with any mixer to cause a sudden change in anyone's sensibili-

Below: The parking lot.



were suspected of having taken — without compensation — certain items of value. But in Mexico you don't accuse people holding guns.

To pass the long days they took to checking boat papers as often as once a day;

usually on boats with female crew. And, as if to manifest their control, a firing range was set up, and the resonance of their guns echoed for miles. This summer a new group of soldiers replaced the winter's rotation, and there have been few problems except for the

SUMMER PLACE



Above: Puerto La Lancha, Isla Carmen — a protected anchorage.

ties.



One such party lasted well into the night, during which loud, slurred voices carried far on the still night air. Willing or not, everyone on or near the bay was a participant. The next morning the anchorage was awakened by a series of sharp explosions. The owners of a small cartop boat were drifting through the anchorage, complacently lighting strings of firecrackers. "You kept us up last night, we'll return the favor."

There have always been subtle lines of tension drawn between the yachties, the campers, and the Mexican fisherman who land their pangas at Puerto Escondido. There are smiles and greetings, of course, but communication between the groups is reserved and true friendships are the exception. But there is one place where all discriminatory lines are erased, the honest, egalitarian establishment known as Don Polo's.

His *El Paraiso* is a blue, palm-thatched store located at the entrance to the bay. It's

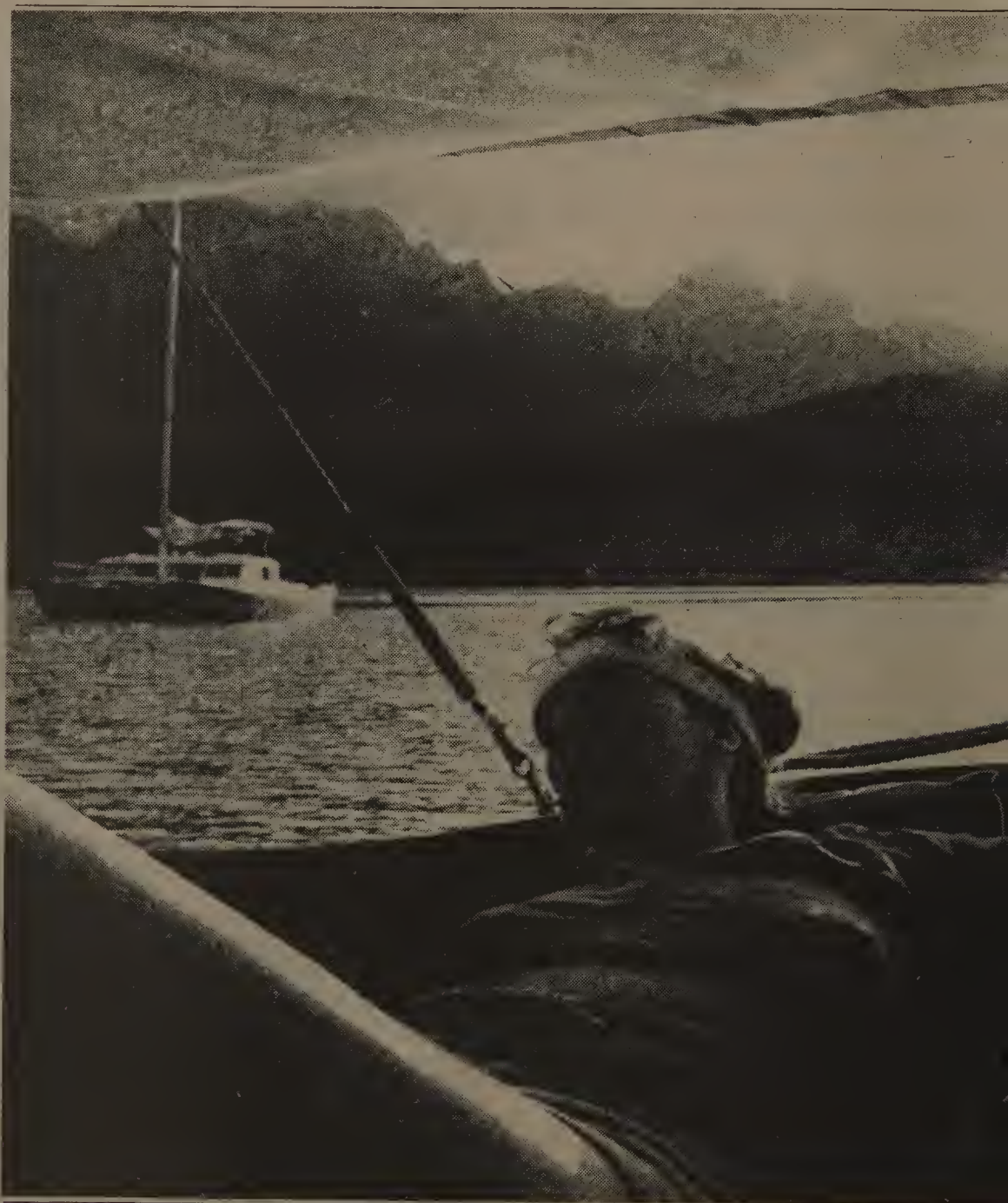
TORRID

Our goal:
"Marina
del
Rey"

shelves are cluttered with canned food, boots, perfume, candy, film, and other miscellany. Folding metal tables are scattered within, so customers may chat with one another or Don Polo, the well-dressed septuagenarian who runs the store from behind its wooden counter. When not conversing, Don Polo is usually studying English or listening to Mozart on a tape player that hangs by a string from the ceiling.

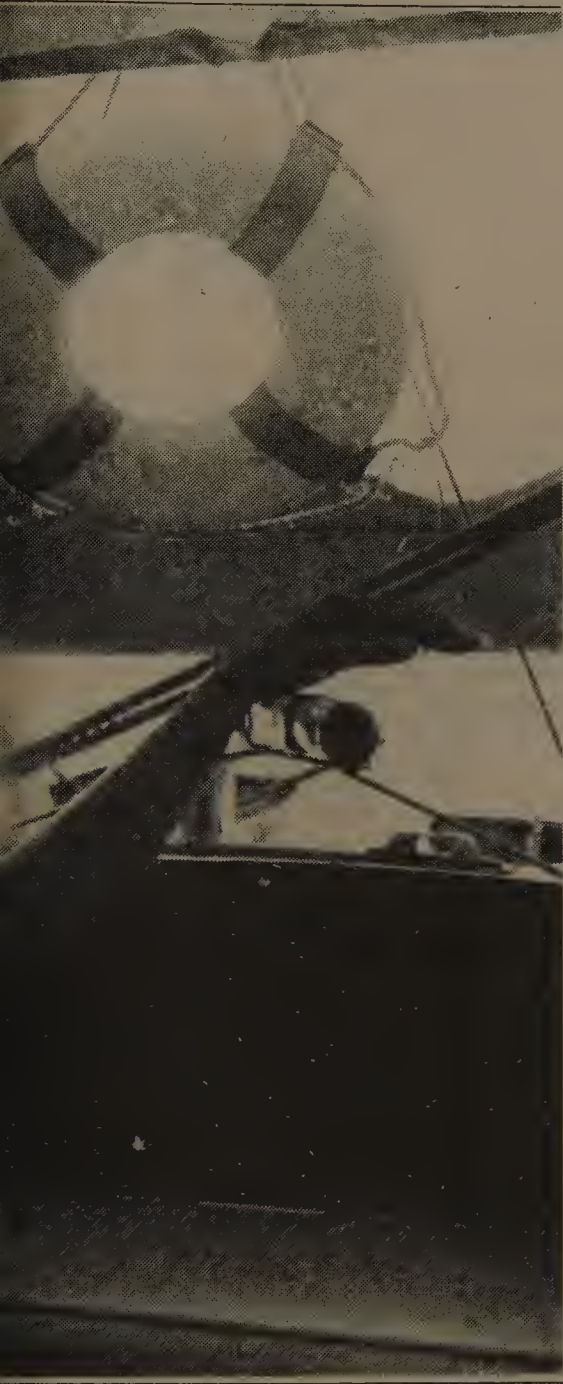
During the evening *El Paraiso* fills with the campers, yachties, and fisherman who come to talk and drink. It is here that prejudices are cracked open, examined, and as often as not, thrown away. Everyone feels on common ground and opinions are aired freely over the smell of stale beer.

The campers, for example, accuse the



Above: In the afternoon, all intelligent life retires to the shade. Below: Fourth of July celebrated under an impromptu awning.





Santa Catalina, an island of Freudian fantasy.

yachties of shitting into the bay — and that does happen. Yachties accuse the campers of dumping all their shit in the sand where it leaches into the bay — and that happens, too. Eventually both accusers become the accused and end up commiserating together.

Puerto Escondido has become a mess, especially during the more crowded months of Fall, Winter, and Spring. It's then that recreational vehicles crowd the shore while dozens of boats swing at anchor in the bay. The madcap atmosphere of gringo style leisure pervades the desert; Coleman stoves, hammocks, BB guns, dune buggies, horseshoe rings, kayaks, sailing dinghies, motorcycles, scuba gear, awnings, television sets, and more. Puerto Escondido blossoms into the largest coastal settlement between Loreto

and La Paz, and each year brings more people, more boats, more cars, and more things.

The Mexican government has attempted to control and profit from the tourism in the region through "planned development". 15

miles to the north, Loreto has already been given a facelift; a little farther north a new El Presidente Hotel has been constructed at Nopolo; and locals smile at the prospect that this area will follow the commercial path of Cancun, Cabo, Mazatlan, and Vallarta.

SUMMER PLACE



Puerto Balandra; Isla Carmen.

Escondido itself will not escape development. In the deserted ferry building across from Don Polo's there is an exhibit displaying the plans for a marina to be completed by March. Under a faded snapshot of Marina del Rey are the words, "Our Goal". Outside, work progresses as fast as the hot sun will allow.

Unfortunately the marina docks will lie open to a mile-long northerly fetch. Strong northers blow for several days without respite during the Winter, and chop will slam into these unprotected docks. So much for 'planned' development.

Water has been the one resource that Puerto Escondido has always lacked. Some rusty second-hand cars have even been brought down from California for the sole purpose of making the 15-mile run to Loreto to coax water out of the town's flagging supply and to obtain food. The only alternative is to sail to Loreto for provisioning, but anchoring in the town's shallow open roadstead has been the bane of mariners since the days of Father Kino.

While Loreto lacks a decent anchorage,

there are plenty of good spots in the vicinity that offer protection from the southeast breeze of Summer. There are spots on the peninsula as well as the northern and western sides of the offshore islands. Keeping a cautious eye on the weather, the cruising in the area is rich and varied.

North of Escondido there is a good Summer anchorage in 3-fathoms at Bahia Chuenque, once a visiting station for the Loreto Mission, but now a village called Juncalito. Five-miles further north is Nopolo, a 75-ft. headland providing protection to the southeast in its lee.

Two-and-a-half miles offshore from Puerto Escondido is the precipitous hump of an island called Danzante, 3½ miles long and 500-ft deep. A deep, wide bight lies on its northwestern shore, which combined with its proximity, makes it the most frequented island.

Further out is Isla Carmen, brown and bare, yet luxuriously alive in its shady arroyos and places to anchor during Summer and Fall: Bahia Marquer, with its white cliffs, fossils, and sandy beach; Puerto Balandra,

with a rusty shipwreck, abandoned ranch-house, and mosquitos that sing at night; Oto Bay and Arroyo Blanco, where snorkeling among the angelfish, eels, parrotfish, lobster, starfish, and urchins is unexcelled; Puerto La Lancha, where the wind whistles through a low spot in the hills and a dusty pickup transports the workers back to the village at Bahia Salinas to work another week under the blinding sun.

Nine miles further to the southeast lies Isla Monserrate, 4-miles of terraces, dipping limestone and red volcanic rock, all deeply eroded as its barren slopes are unprotected by roots. There is a good anchorage off its northern end, off a bight of sand. Monserrate, as well as the two flat-topped islets to the north provide refuge to a healthy population of western gulls, oystercatchers, blue herons, and egrets.

Seven miles to the south and back on the mainland a rock pinnacle rises 115-ft. at the entrance of the bay and village of Agua Verde, where you'll find fisherman, brackish wells, herds of goats, and cave paintings. From here the coastline stretches 100-miles south to La Paz, untouched by roads.

Fifteen-miles offshore, blurred in heat, Isla Catalana appears ethereal — fitting for an island of such magical propensity. Its an island of cacti, including the largest barrel cacti in the world, and its hillsides are dotted with these flagrantly phallic plants. Here too are rattle-less rattlesnakes, found nowhere else in the world. Here Nature has gone her own direction, unhampered by the restraints of Darwinian logic.

To sail 34-miles from Isla Catalina to Puerto Escondido is to sail from a timeless world to one where change is happening daily. It is the rapidity of this change that makes this Summer the last one of what most people will come to remember as the 'old' Escondido; if this seems a lament, it is merely to juxtapose the loud chorus of local enthusiasm. While development inevitably continues at Puerto Escondido, this bay shall always remain a pleasant place to 'waste' three months of your life.

— **charles kulander**

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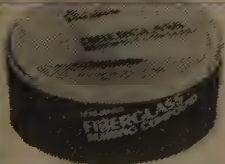
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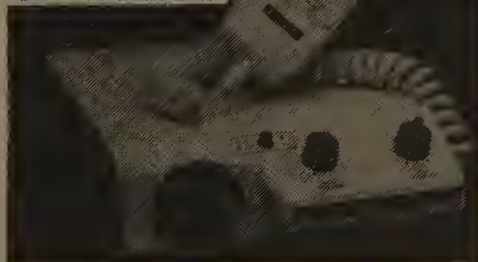
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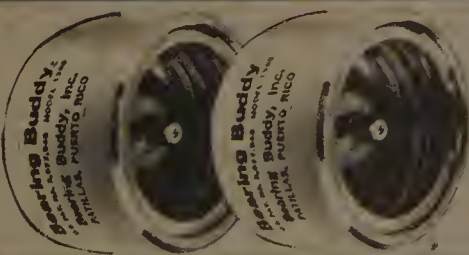


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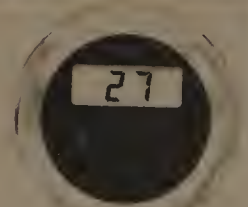
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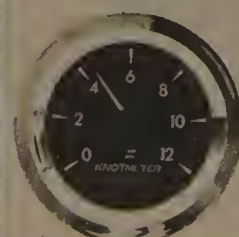
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It's a good thing there's a chandlery within lunch-hour range of the financial district, because without it I'd have a very difficult time surviving a day at the office. Even though it's a relatively small store, they have

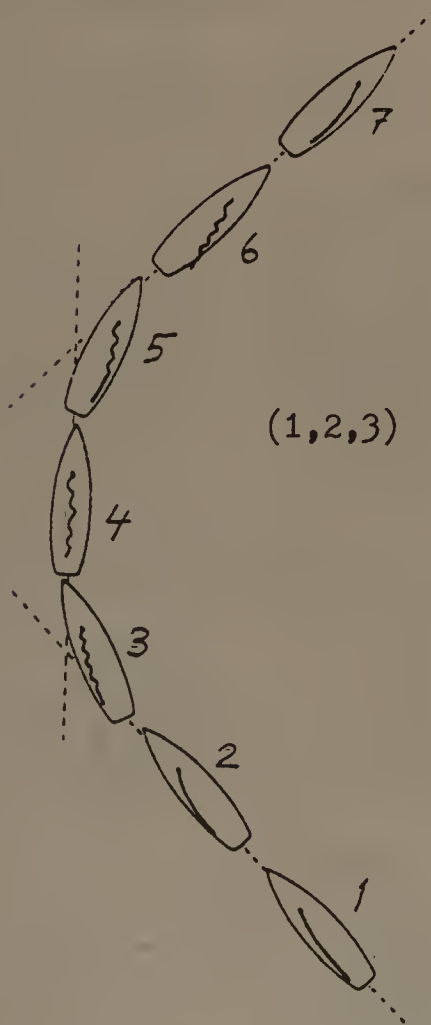
an excellent stock of hard-to-find items and the sales staff is knowledgeable and helpful. I stop by frequently to browse through the hardware and accessories, and get my mind off work and back on sailing where it

RACING RULES EXAM
Assume wind direction from
the top of the page

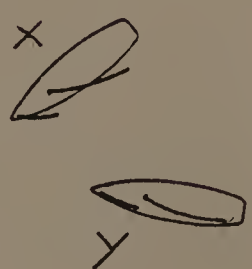
Passing Score = 40/50

The Yacht Shown is Beating

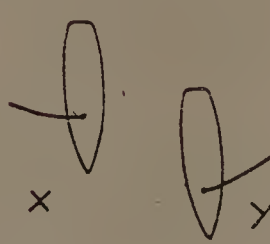
- 1) At what position does it begin to luff? _
- 2) At what position does it begin to tack? _
- 3) At what position is the tack complete? _



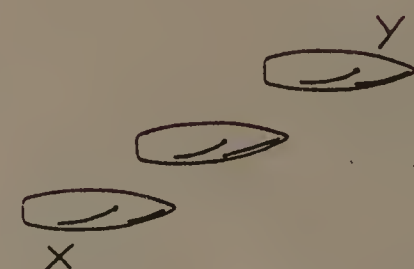
Are X and Y overlapped?



4) _



5) _



6) _



7) _

belongs.

Just the other day I was fondling a pair of ratcheting cheek blocks in the Bargain Bin, imagining how my spinnaker sheets would lead through them, when I overheard a very interesting conversation.

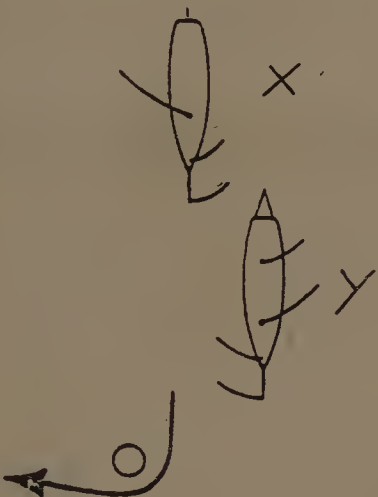
“How are you enjoying racing your trapeze dinghy?” came a voice from behind me over by the traveler and mainsheet block display.

“Really pumped on it!” answered a second, younger sounding voice. “The racing’s super-competitive. We haven’t won big yet, but we’re fast!”

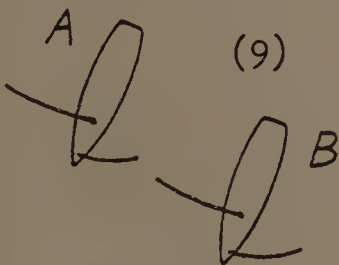
“That’s good,” said the older sailor. “I think you’ll get a lot more out of racing that boat than you got from crewing for me last year.”

“Yeah, I know what you mean. I didn’t want to be too critical then, but we looked pretty weak in some of those near misses, not to mention the collision. Your boat’s too big to throw around like that unless the driv-

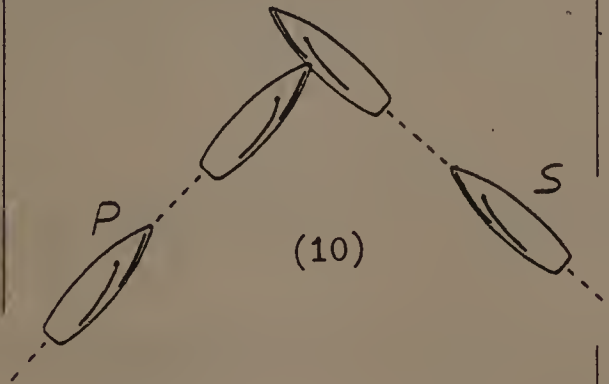
8) _____



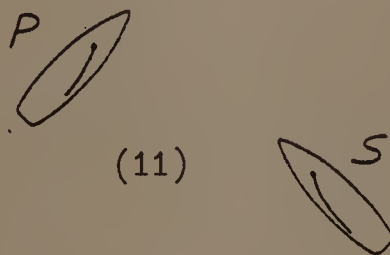
9) Which is the leeward yacht? _____



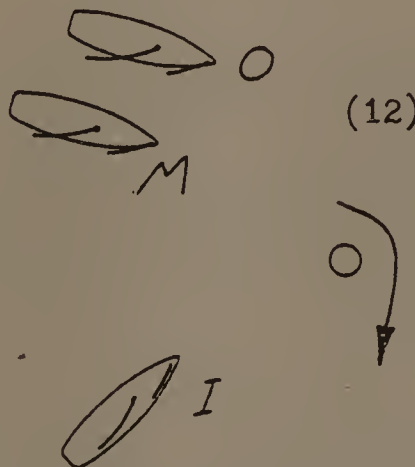
10) S sees P and hails. P does not see S and does not hear the hail. The boats collide causing serious damage to S. Can S be disqualified along with P? _____



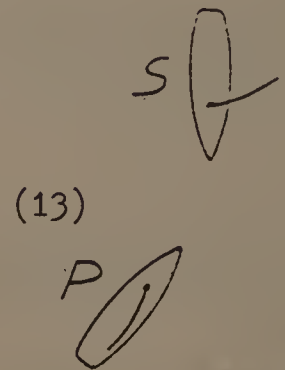
11) P is steering to pass clear ahead of S. Can S change course to prevent P from crossing? _____



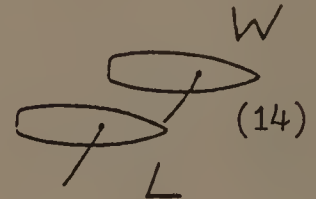
12) Must I hail in order to be entitled to room at the mark? _____



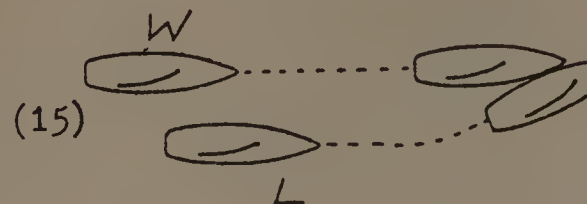
13) Which yacht has right of way? _____



14) L has established an overlap slowly from clear astern. Must W pull in its boom to keep clear of L? _____



15) W has established an overlap from clear astern. L luffs sharply when W's skipper is looking the other way. There is minor damage. Can L be disqualified? _____



ing and sail handling are perfect. The food was good, though!"

"Well, YRA doesn't have to kick me around this season," said the big-boat skipper. "I decided to give the fleet a break and

take a year off from serious racing."

"That's too bad — we did have some potential. But the thing I really like about the small boat is how tight everyone is with rules and tactics, even when conditions get radi-

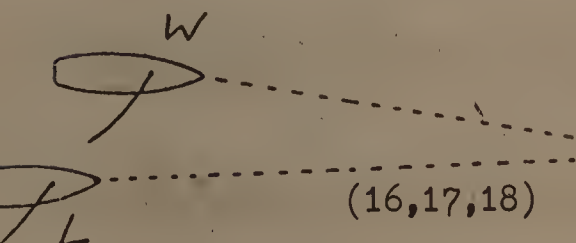
cal. If we don't sail by the rules, we get booted out of the race in two seconds!"

"I think that's what made me decide to stop racing my boat," said the older voice. "Some of those protests were just ridiculous.

MAX EBB

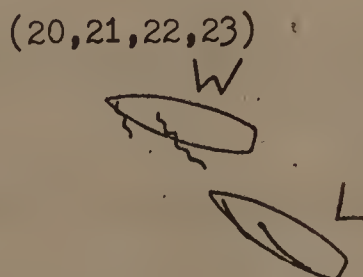
W has established an overlap from clear astern. The courses that the two yachts would steer to finish as quickly as possible are converging.

- 16) Can L luff above its proper course? _____
 17) Which yacht has right of way? _____
 18) Can W be forced to sail above its proper course? _____

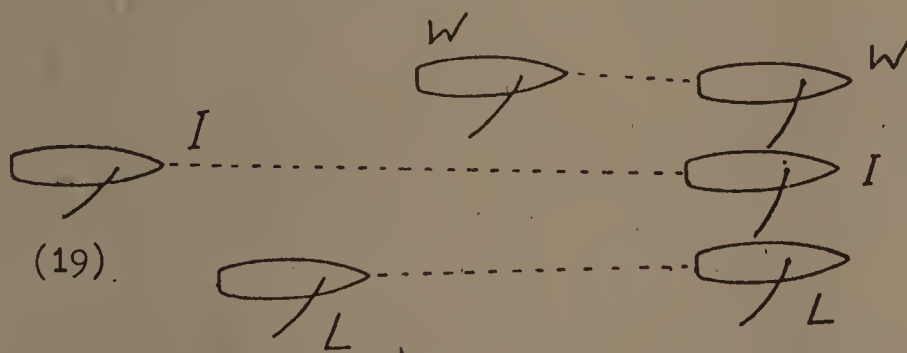


20) It is before the start. L has established an overlap from clear astern. Can L luff? _____

- 21) Can L luff above close hauled? _____
 22) Can L luff above close hauled if L's mast moves forward of W's "mast abeam" position? _____
 23) Are there other restrictions on the way in which L can luff? _____



19) L, I and W establish overlaps as shown. Can L luff above proper course? _____



I was out there to see who could sail faster, not who knew the most rules."

"You have to admit, though, that we were in the wrong in both of those protests," remarked the former crew.

"I know, but one was totally trivial, and the other was just sour grapes from the week before. I couldn't believe the attitude! The whole protest routine is so disagreeable — and fundamentally unsportsmanlike — and that guy acted as though he enjoyed it!"

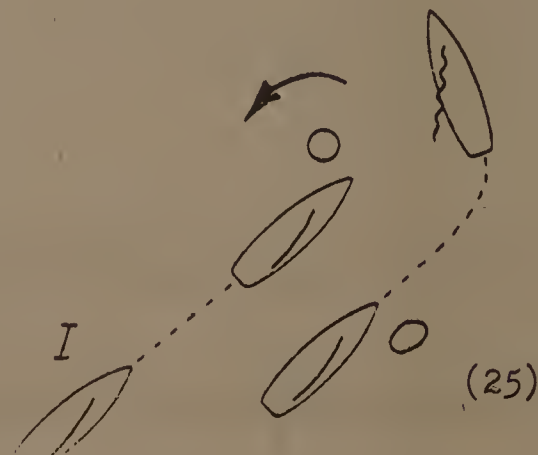
"But you have to realize," explained the younger sailor, "that sailing is probably the only sport where the competitors are also the referees. You really can't get too pissed at some ass-hole who protests a lot, because if he doesn't blow the whistle, then nobody else will, and then it'd be total havoc. I think someone who sticks his neck out to file an unpopular protest is really doing a great service for his competitors."

"But . . ."

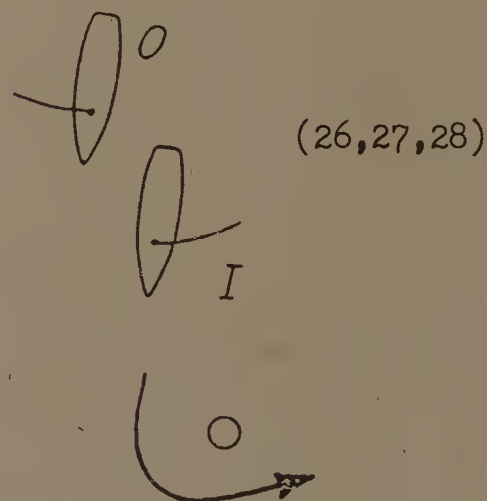
24) Yachts P and S are approaching on opposite tacks. P tacks to starboard directly in front of S. S alters course to keep clear of P at about the same time that P's tack is complete. P claims that the tack was completed in time. S claims that P's tack was not complete when S had to alter course. There are no witnesses. who will win the protest? _____

"I know you think some of the rules are trivial, but they evolved over more than a hundred years to keep racing as clean and simple as possible, and when you sail in a really competitive fleet, you begin to realize

25) Which yacht as right of way? _____



- 26) Is I entitled to room at the mark? _____
 27) Is I entitled to room to jibe? _____
 28) Can I delay the jibe? _____



that they're all in there for good reasons."

"I don't know about that — those rules are anything but simple."

KNOW THE RULES

"Your problem is that you never really took the time to study them. A careful reading of the important parts of the Little Red Book only takes about an hour. Even with big boats, you're playing with only half a

deck if you don't have a really good handle on the rules."

"Well, I see your point, but for the kind of racing I do it shouldn't be necessary to become a sea lawyer."

"Tell you what — you're planning to do the Mid-Winters this year, aren't you?"

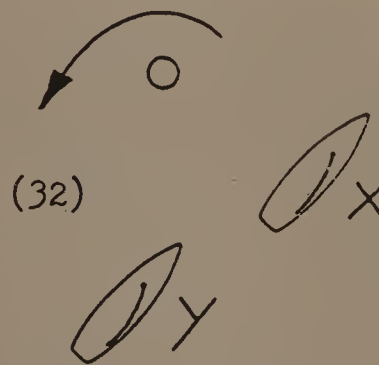
"Probably."

"Okay, lets make a deal . . . I'll come back and crew for you again if you'll agree to do a

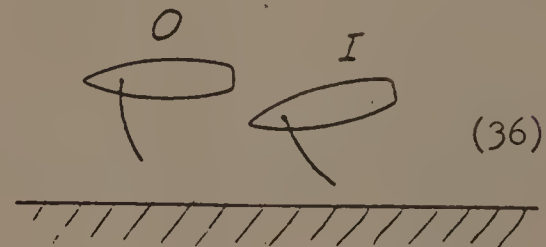
29) Is P entitled to room at the mark? _____



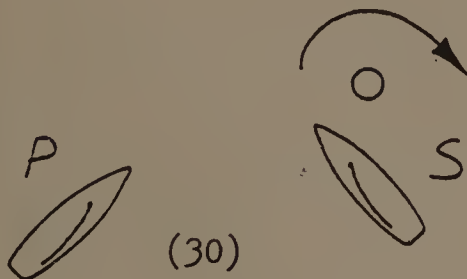
32) Can Y sail above close hauled to prevent X from tacking? _____



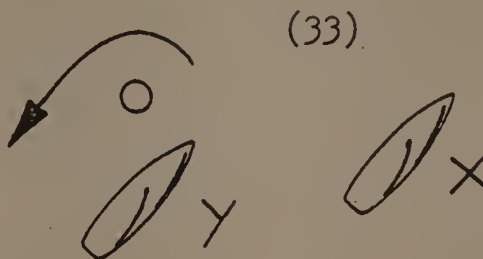
36) Can I establish an inside overlap between O and the continuing obstruction and be entitled to room? _____



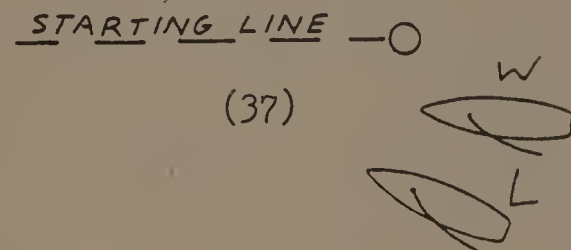
30) Can S sail past the mark to force P about? _____



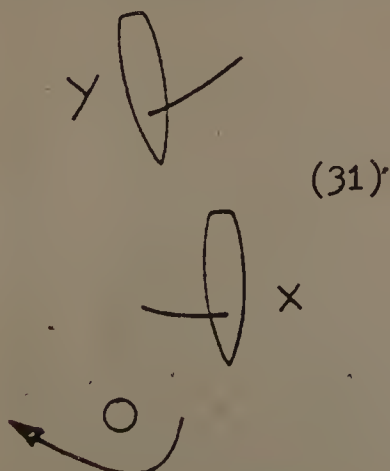
33) Can Y sail past the mark to prevent X from tacking? _____



37) Is W entitled to room at the mark? _____

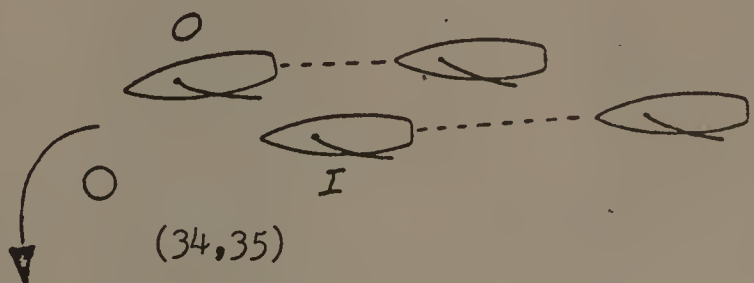


31) Must Y keep clear while X jibes? _____



34) Is I entitled to room at the mark? _____

35) If I hails for room, must O respond? _____



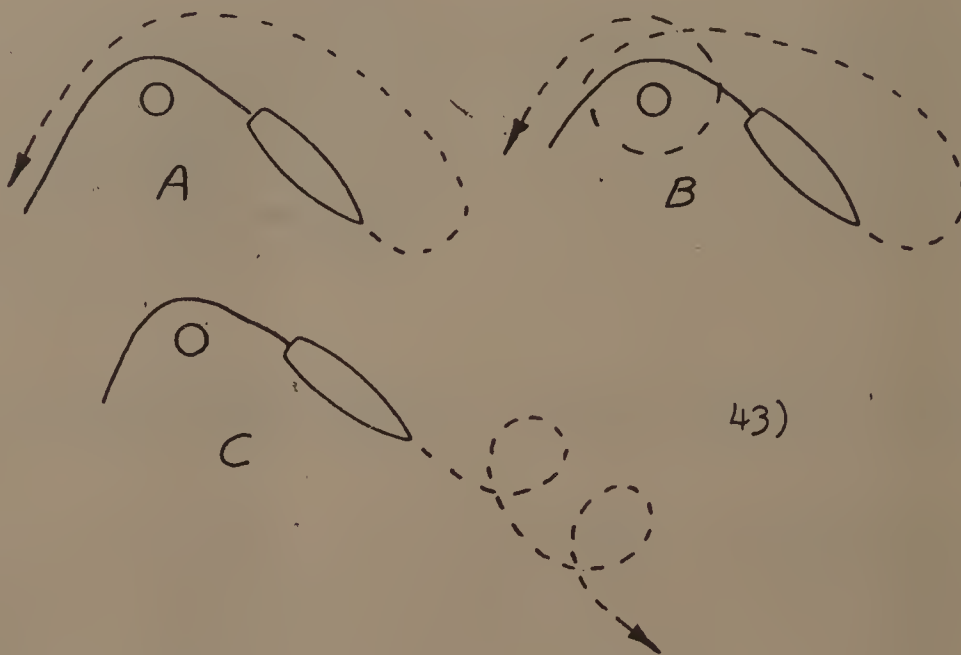
- 38) Can L luff above close hauled to force W on the wrong side of the starting mark, before the starting signal? _____
- 39) After the starting signal? _____

STARTING LINE ○

(38,39)



- 43) The yacht shown has left the mark to starboard, and realizes that it should have been left to port. What corrective action must be taken? _____



43)

few simple things to learn the racing rules.” It took a while for the older skipper to answer.

“All right, it’s a deal. What do I have to do?”

“First, send a check for \$15 to the U.S.Y.R.U. for an up-to-date rules and appeals package. Then keep it in the bathroom, and study an average of at least one appeal per day. (I think you’ll find that

they’re just the right length for a trip to the head.)”

“I’ll fall behind on my magazines, but that sounds tolerable so far.”

“That’s all you have to do! I’ll check your appeals book before the series starts to see that you made notes in the margins and underlined key phrases.”

“Oh — so you don’t trust me!”

“Sure don’t! But I think you’ll really get off on it once you get started. I like to read the facts and the protest decision, try and guess what the Appeals Committee did, and then look at the appeals decision to see how close I came. And by the way, when you read appeals it’s important to look up rules and other appeals when they refer to them by number. You’ll have the important ones memorized before you know it!”

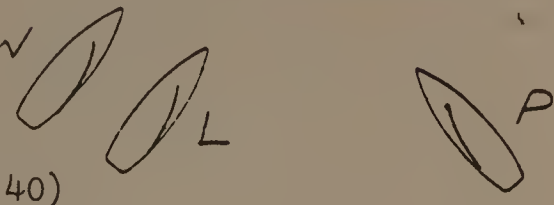
“Heaven forbid!”

“One more thing — here’s a copy of the racing rules test used by the sailing club I belong to. They won’t allow anyone to race in club-owned boats until they’ve passed it. In fact, I think my new policy will be not to crew on any big boats unless the skipper can also pass this test. Anyway, I gotta go — be seeing ya!”

I never got a glimpse of the young dinghy sailor, but the older skipper walked into view shaking his head slowly from side to side. He quickly scanned a display case full of winches, and then went to look at cockpit-mounted charcoal grills and electric anchor windlasses.

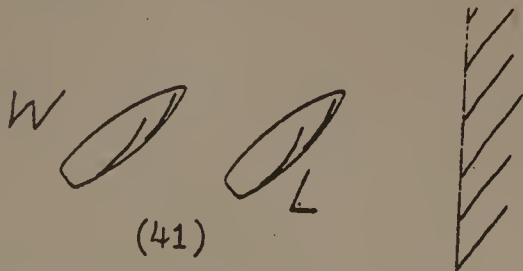
A few minutes later I noticed him leaving the store with a new chart of the Delta, and I also noticed that he had absentmindedly left a few sheets of paper on the counter. Rationalizing that he was obviously a lost cause

- 40) Can L hail W for room to tack? _____



40)

- 41) If L hails for sea room, and W responds by hailing “you tack”, must L tack immediately? _____



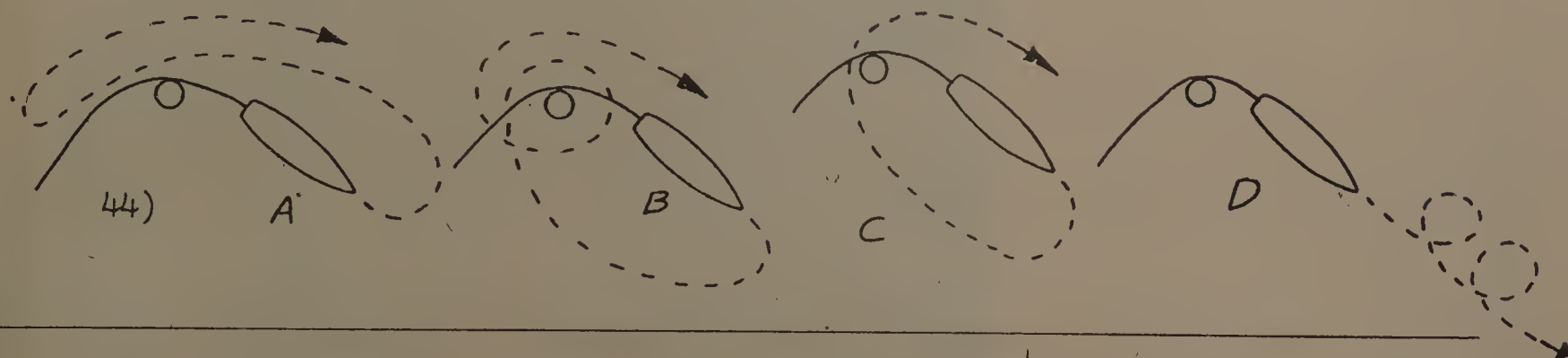
(41)

- 42) Does a yacht which has started prematurely always lose rights immediately? _____

ANSWERS

- | | | | | |
|---------|---------|---------|---------|---------|
| 1. 2 | 2. 4 | 3. 6 | 4. yes | 5. no |
| 6. yes | 7. yes | 8. yes | 9. A | 10. yes |
| 11. no | 12. no | 13. S | 14. yes | 15. no |
| 16. no | 17. L | 18. yes | 19. no | 20. yes |
| 21. no | 22. yes | 23. yes | 24. S | 25. I |
| 26. yes | 27. yes | 28. no | 29. no | 30. yes |
| 31. yes | 32. no | 33. yes | 34. no | 35. no |
| 36. no | 37. no | 38. yes | 39. no | 40. yes |
| 41. yes | 42. no | 43. B | 44. C | 45. yes |
| 46. no | 47. yes | 48. yes | 49. yes | 50. no |

44) What corrective action must be taken when a mark has been touched?_____



45) Yacht A witnesses a collision between yachts B and C. Yacht A hears B inform C that a protest will be filed. After the Race, A discovers that B did not file the protest. Can A then protest B and C under rule 33.2?_____

46) A right of way yacht is involved in a collision which causes no damage, but as a result the yacht's finishing position is adversely affected. Is the yacht entitled to redress?_____

47) Can a race committee witnessing an apparent infringement initiate a protest?_____

48) Can a witness to an incident under protest serve on the protest committee?_____

49) X protests Y, but Y does not protest X. Can X be disqualified by the protest committee?_____

50) Are the facts found by a protest committee subject to appeal?_____

as far as racing rules were concerned, I waited until he was safely out the door and around the corner before recovering the forgotten racing rules test for my own use.

Now, I always thought I knew the rules reasonably well, but when I gave the completed test to a rules expert friend to grade he said I just barely made the passing score of 80%. See if you can do better!

— max ebb

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JIM & CONNI

Husband and wife teams are no rarity in the sailing world, but Stockton's Jim and Conni Bock have a few wrinkles which set them apart. Jim spent 10-years designing and building boats for the famous Stephens Marine in Stockton. Recently he opened his own boatyard, specializing in custom yachts, both power and sail. Conni, a kindergarten teacher during the school year, helps out with the varnishing, promotion and graphics end of the business. They currently own two boats: a 26-ft. Herreshoff-designed yawl they built from scratch, and a J-24 one-design sloop. The Bocks race their J-24 *Stewball* as much, if not more, than any other owners in the bay area. In a class dominated by some of the most talented male skippers around, helmswoman Conni has proven herself a match for any of them, while Jim ably mans the sheets.

The James A. Bock and Co. yard consists of two large, airy rooms in a warehouse on the east side of Stockton, 3-miles from the nearest body of navigable water. In the shade of the hot San Joaquin Valley sun, Jim and his three veteran craftsmen turn out finely built yachts. Currently they're putting the final touches on a pair of motor launches, exquisite boats with hand-cast bronze fittings. One of them sports a solid bronze stem band and shaft strut, both polished to a mirror reflection.

The two launches, plus two overturned cold molded hulls, fill up part of the floor space. Tools and piles of expensive wood are scattered about. When told the shop looks large, Jim replies that's the first time he's heard that description. When they had two 36-footers in there, he says, everyone noted how small the place was.

There are two offices, both air conditioned, off the main floor. In the large outer one, a young woman types a letter on a vintage Smith-Corona with pink keys. In the inner office is the heart of the operation. There are drawings of Jim's designs mounted and framed on the wall. On the large table are a cluster of lead batten weights, called "whales", which are used for drafting. Next to them are hand-made wooden plugs for bronze cast fittings. The organized clutter of a



small business fills the room.

Seated in this office, Jim and Conni talk about themselves. They both look very California. Jim is tall and lean with blue-grey eyes, greying blond hair and a thick brown mustache. His left eye wanders away from his direct line of sight; a rock throwing incident as a teenager left him with only one good eye. He is soft spoken, almost at times apologetic, especially when Conni corrects him. In spite of his self effacement, you sense his competence and intelligence, traits most visible in his work:

Conni is a firebrand. Small and lithe, she is the talker of the two. She is the organizer, the hustler, the motivator. Often she talks for Jim, creating the image of a dominating female, but she always stops short of being abrasive. She has long sandy hair and blue-green eyes, and her sharp features conveys both an alluring intrigue and a sharp sense of purpose.

Jim grew up in Garden City, Long Island. He learned to sail at his parents' summer home in Michigan and on Long Island Sound. Since he was a small lad he knew he wanted to own a boatyard, so he took his degree from Webb Institute, which specializes in naval architecture. After some

graduate work at MIT in shipbuilding management, he then dropped out to join the "Clean for Gene" political campaign. He came west with the McCarthy group, but lost interest after Robert Kennedy was shot. After sending letters out to the best boatyards in the country looking for apprentice work as a carpenter, he shipped out on a 110-ft. square rigged schooner headed for South America. He made it as far as Panama with an excursion to the Caribbean, but realized that wasn't the life he sought.

Upon returning to his parents' home in Newport Beach, he found a letter from Stephens Marine saying they would take him on.

"The first thing I did was pull out a map and look up and down the coast for Stockton," he recalls. "I couldn't find it anywhere!"

After working a year in the yard as a carpenter ("It was too cold for him in the winter," teases Conni), he lucked into a golden opportunity. Stephens' designer left the firm and Jim moved into the office, spending the next nine years doing everything from preliminary drawings, line drawings, interiors, mechanicals, electricals, and construction.

Left: Drilling the rudder post on *Scheherezade*.

Below: Sea testing the Cape George Cutter.







Above: Cape George interior.

Left: Scherry's ribs.

Even though Stephens is best known for their fine motor cruisers, Jim points out that they built the Farallon Clippers, the standard of their day. Both Theodore and Dick Stephens were excellent sailors; Theodore owning and campaigning the aluminum *Lightning* with success. Jim's experience with Stephens gave him expertise in both power and sail.

Conni grew up in Oakland, learning to sail on Lake Merritt in an El Toro, "like everybody else." She raced for a year but didn't like it because she couldn't win.

Jim had a Laser when he met Conni in 1974. The first time they went out he fell overboard.

"It's a good thing I knew how to sail," says Conni, "or I wouldn't have been able to go back and pick him up!"

When the two started dating Jim bought her a Laser and she knew he was serious. They both competed in the Stockton fleet. At the end of the season Conni beat him out in the standings. She explains her success was partly due to the light late afternoon winds when she had a distinct advantage over her heavier rivals. Jim forgave her and asked to marry her anyway.

On their way to picking out their wedding ring, Jim and Conni saw a 28-ft. *Rozinante* yawl for sale. Conni's dad is a big do-it-yourselfer and when he heard Jim's comment that it would be an easy boat to build, he said "Well?"

Jim and Conni rented a shed next to Stephens and went to work, experiencing the joys and frustrations of building their own boat. Things started badly when they tried to pour the lead keel and 2,000 pounds of mol-

ten metal ran all over the ground.

"We used to eat our lunches on that pile of lead," Conni recalls.

They salvaged the lead and continued on. After they tipped over a forklift picking up the finished keel, things began to go smoother. Three years later, *Scheherzade* slipped into the Stockton Channel at Stephens Marine, bringing true the words of her designer, L. Francis Herreshoff. In 1956 he wrote that "she will still be in style long after the abortions of the present are forgotten." Her interior wasn't finished, but to Jim and Conni "Scherry" was a dream come

true, with elegant wood frames and shiny varnished cockpit.

Unfortunately for Scherry, another sailing mistress entered the Bock's life at the same time. Two weeks before Scherry was launched, Jim ordered a fiberglass J-24 through the mail. The yellow-hulled *Stewball* was one of the first four J's on the bay, a fleet that has grown to over 70 boats in three years. As Jim explains it, his concept in building and designing is different than his operating concepts.

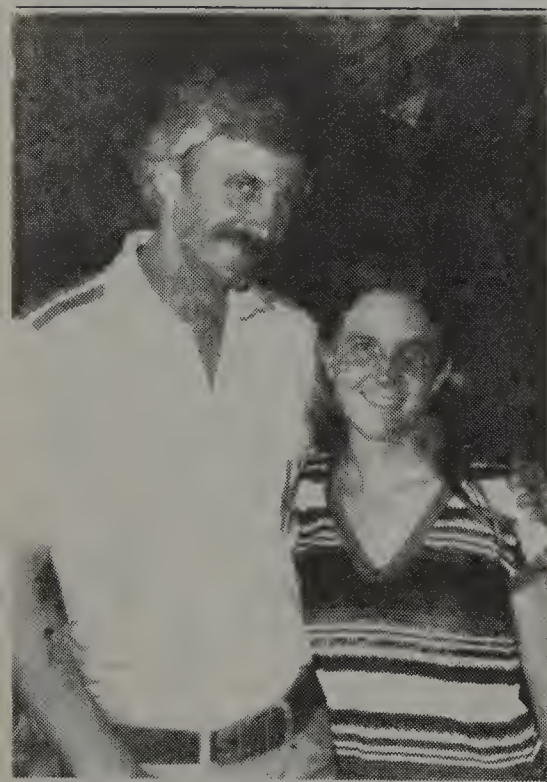
"I like the idea of anchoring in a cove and reading a book, looking at a boat that feels alive and isn't a plastic bucket," he says. "But I don't have the time to do that. Scherry looks pretty either close up or far away. But there's no real excuse to go out. In racing, we've always got goals to meet. When the time comes for cruising, I always think I should mow the lawn or write that letter I've been putting off."

After ten years at Stephens, Jim realized it was time to start his own yard. He quit his job at the end of 1978, and tried to buy one, which didn't work out. He managed to

Stewball (#18894) mixes it up with the J-24 fleet.



JIM & CONNI



LATITUDE 38 SHIMON

Jim and Conni.

sell a design for a motorboat before hooking up with a partner who fronted him the money to get started. Setting up shop with three other ex-Stephens workers, the youngest of which had 28-years of experience in the yard, Jim did his first boat on speculation. The 36-ft. Cape George Cutter had a glass hull, which they farmed out. The teak deck, wooden interior, and trim were lavishly executed to show the boat-buying public what they could do. A fellow from Houston bought the boat and James A. Bock and Co. was launched.

Devoted purely to custom work, Jim and his crew design and build power and sail, although he realizes he's better off working from someone else's sailboat drawings. "I get too wrapped up doing those," he admits. Aluminum is their strongest building medium. Recently, though, they've been producing very fair cold-molded hulls using vacuum bags. The vacuum presses the wooden veneers into shape without using the older system of stapling, which leaves hundreds of tiny holes that have to be filled and faired.

A Frenchman had enlisted Jim to consult on the building of two 150-ft. luxury yachts in France. Both Jim and Conni were looking forward to the Continental life, and the consulting fee was going to help the company's cash flow. Unfortunately, the Frenchman

suffered a heart attack and died. Disappointed — Conni had already started her French lessons — they changed course and mounted an increased marketing effort. They have begun to see that payoff. Gary Mull, for example, liked their work and sent a job for them to bid on. Ideally, Jim hopes to land big jobs, ones that would take a year or so, eliminating the need to hustle new contracts every couple of months.

The Bock's sailing career has continued at a brisk pace. When they first got their J-24, there was nothing for Conni to do with Jim at the helm. She wasn't strong enough to run the foredeck or muscle the jib. In a move as yet uncharacteristic in the macho world of sailing, Jim relinquished the tiller. Sailing out of the Stockton Sailing Club, they embarked on a grueling schedule, sailing locally and on San Francisco bay in both the YRA's one-design and handicapped divisions. On some weekends they would drive to the bay, rig the boat, race, unrig and drive two hours back to Stockton on Saturday and rig the boat Sunday morning for another race.

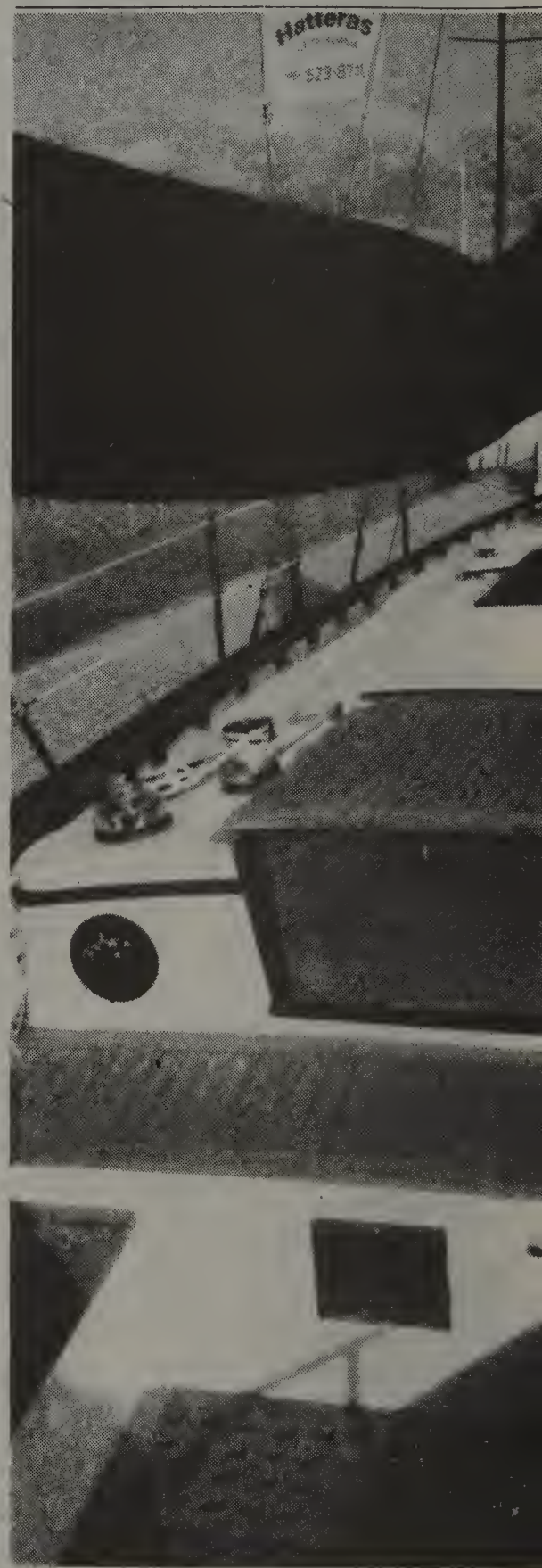
They immediately discovered sailing with three people as they were accustomed to in Stockton didn't work out well on the bay. It takes four hefty crewmembers on the rail to hold down a J-24 in a blow. Finding regular crewmembers has always been a problem — they keep their eyes peeled for hunks at the yacht club bars — and they've never really been able to practice as a result.

As a team, though, Jim and Conni have learned to sail together. Jim handles the sheets and can sense nonverbally what Conni's going to do. Her job is to concentrate on speed, which she does well. When she starts thinking or talking about tactics, Jim is quick to point out that's not her job.

"He and the crew start telling me to shut up and steer," Conni says with mock hurt.

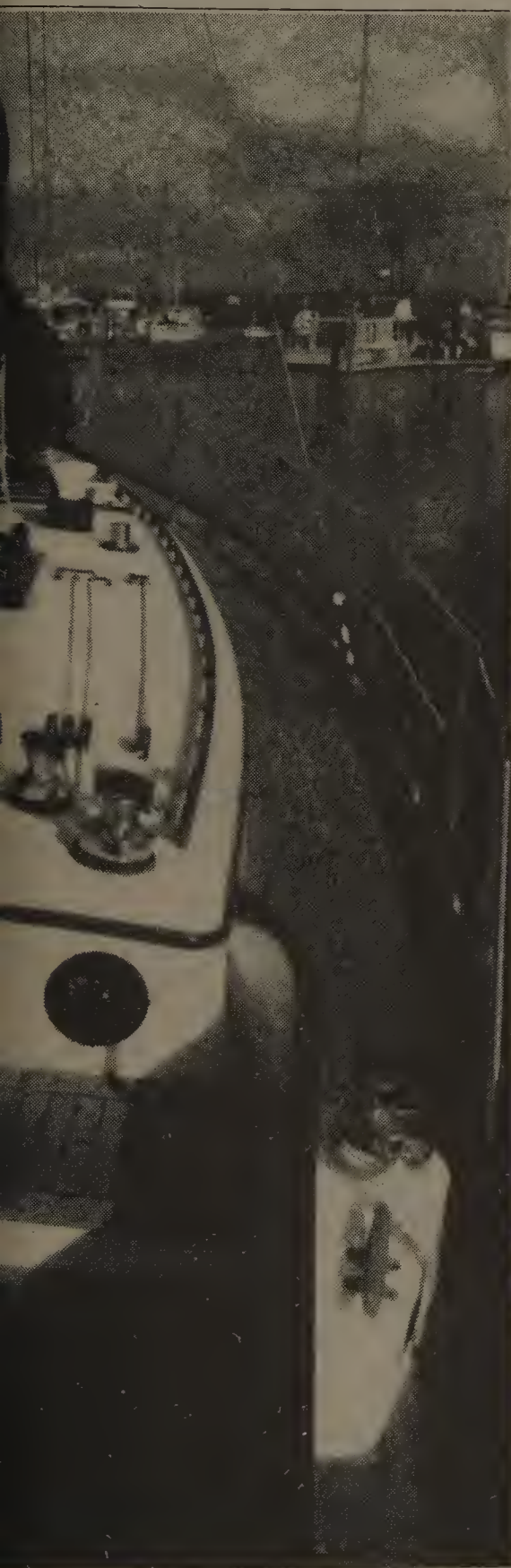
She also points out that when one of the crew screws up, Jim often yells at her. Once in a while they have a race when the crew leaves the boat muttering that the marriage will never last.

Conni's not afraid to strike out on her own



Deck work on Cape George Cutter.

a bit. This year she enlisted an all-women crew to compete in the eliminations for the women's national championship. They did well in the quarter finals, but failed to make the semis. That team has also been sailing



mark, or that the pole will come across when we jibe. With the women, I'm not always so sure. We're all in it together, and we're all equal. The more practice we have, the better we'll get."

This year Jim and Conni moved their boat to Richmond, eliminating the boat hauling back and forth to Stockton. They're currently in the top ten of the fifty boat J-24 fleet. Conni's putting out the fleet newsletter and has the distinction of being a past fleet commodore (commodoress?).

And what of poor *Scherry*? Well, her interior has yet to be completed. She's only been sailed twice in three years. The 'big cruise' was a night anchored less than a mile away from the Stockton Sailing Club on the edge of the shipping channel. They had shoved off just before sunset, provisioned with champagne, only to have the wind die.

wouldn't run them down in the night. In the morning they returned home, happy to have made it back safely.

Yet both Jim and Conni speak lovingly of their cruising boat, almost like starry-eyed lovers so impassioned by their ardor they can't see the impracticality of their relationship. Perhaps the boat's name explains some of the mystery. The Arabian princess *Scherezade*, who spun out famous stories for 1001 nights to keep her husband, the Sultan Shahriyan from killing her, not only saved her own soul, but also his. He had been poisoned by his relationship with a cheating wife. *Scherezade* healed his wounded heart with her words and her fantasies, capturing his imagination with tales of exotic people and places. Perhaps Jim and Conni see *Scherry* as their healer, taking them on fantastic voyages in their minds. They've had offers to sell her but resisted, unable to think of parting with her. She's one of the family, a

Jim tries the helm.



together in the handicapped fleet.

Conni appreciates the differences in sailing with the two sexes.

"With the men," she says, "I just assume the spinnaker is going up when we round the

With no motor, they paddled to shore and tied up to the nearest tule, hoping a freighter

family devoted to sailing.

— latitude 38 *suc*

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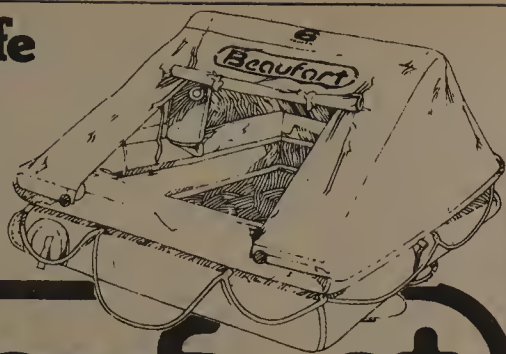
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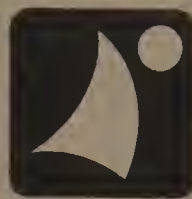
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40' Custom sloop, 1967, Aries, center cockpit, clean.....	69,000
41' Kettenburg sloop, 1967, serious seller says to sell.....	63,000
42' Alden cutter, 1940, completely restored, very nice.....	49,000
43' Westsail ketch, 1979, like new condition, good gear.....	144,500
44' Islander custom finished sloop, 1974, well done.....	80,000
44' Countess ketch by Pearson, 1966 with everything.....	110,000
45' Monk custom cutter, 1976, best of equipment.....	170,000
45' Hand schooner, 1929, structurally sound, seller ready.....	58,000
45' Custom steel sloop, 1964, been all over Pacific.....	50,000
48' Sutton steel ketch, 1967, charter possibilities.....	144,000
52' Mower ketch, 1938, Wilbo built, very experienced.....	65,000
53' Lapworth midship cockpit ketch, 1962, teak hull.....	155,000

SPECIALIZING IN OFFSHORE CRUISING BOATS — Over 100 listings

Particulars are believed to be correct but are not guaranteed;
subject to price change, prior sale or withdrawal without notice.

PETER JONES YACHT BROKERAGE

(415) 386-5870

BUYERS: If you're looking for a boat & don't see it here, or if you don't know which boat among the many alternatives will satisfy your sailing needs, then please call. My listings change constantly, & I may have some suggestions if you haven't decided on a specific boat.

SAIL

50' COLUMBIA YAWL. '66. Much cruising gear, rebuilt dsl.	\$94,600
42' FELLOWS & STEWART '38. Cutter, fir on oak.	INQUIRE
41' YANKEE CLIPPER. F/G ketch, dsl., lots of gear, for fast sale.	INQUIRE
40' CAL '65. Wheel, auto., 7 bags, teak sole, very nice.	\$66,500
40' ALDEN CUTTER '35. Volvo dsl., 9 sails, lots of cruising gear.	\$58,500
39' L.O.D. AFT CABIN CUSTOM KETCH '64. S. Crocker's last design. Maine built by Reed. An immaculate wood cruising boat with all necessary gear	\$89,000
39' CAL. '80, Perkins dsl., Barients	\$95,000
36' ISLANDER '75. Dsl., wheel, Barients, 6 sails, super clean	\$62,000
35' PEARSON '69. Bill Shaw; clean, organized cruises'g boat, dsl., extras	\$54,000
34' CUTTER. '34 double-ended, Mexican veteran	\$14,000
34' TARTAN. '74, S&S keel, ctrbrd. design w/auto, windlass, lots more.	\$42,500
33' PEARSON VANGUARD. Very clean.	\$33,500
32' ERICSON '70. Wheel, refrigeration, pulpits, etc.	\$33,300
32' ATKIN CUTTER. Saab dsl., vane, very creative financing.	\$26,500
30' YANKEE. '72, super rig	\$35,000
30' DUTCH SLOOP. '59, Mahogany on oak, San Francisco slip	\$19,500
30' SPARKMAN & STEPHENS SLP. by North Star. Whl. steer'g.	\$25,000
30' OLSON '80. Gleaming and super fast.	INQUIRE
30' WINDWARD '67. F/G, roomy cruising sloop w/diesel.	\$22,500
28' SANTANA '78. Extremely clean, well equipped	\$33,500
27' BRISTOL '66. Strong Alberg full keel design	\$16,000
26' INTERNATIONAL FOLKBOAT '68, dodger, o.b., spinnaker	\$14,800
26' COLUMBIA MKII. '69, VHF, new o.b., dodger, spinnaker	\$12,900
26' DAWSON. Aft cabin, shoal draft cruising ketch, inboard.	\$19,000
25' YAMAHA 25II. '79, very clean, diesel	\$24,800
25' SANTANA 525 '77. Headfoil system, spinnaker, Volvo o.b.	\$13,800
25' O'DAY. Honda o.b., 3 sails, & Sausalito berth	\$13,500
25' PETERSON '76. Like new, much gear & possible S.F. slip.	\$17,500
24' BRISTOL '68. Strong full keel cruiser with San Francisco slip	13,500

SELLERS: If you own any well-built boat in gd. cond. & want an honest & capable person to represent you during the problems of negotiation, financing, sea trial, survey, title transfer, insurance, property tax proration & the inevitable bizarre Snafu, please call & list your boat.

YOUR...



SKIPPER'S

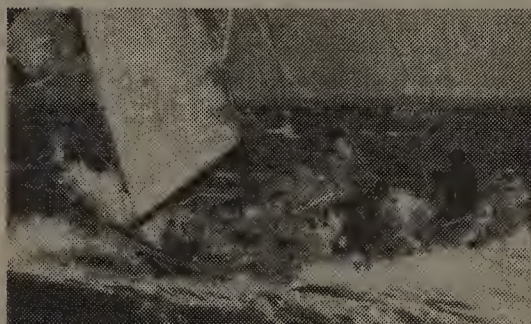
Yacht Sales

WE HAVE ONE OF THE LARGEST INVENTORIES
IN THE BAY AREA

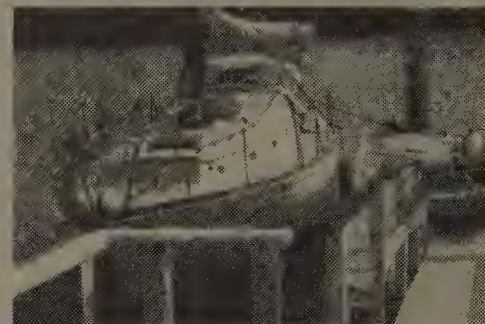
Select Brokerage Listings



SPENCER 35' — a good price for a great boat! Maintenance was METHODICAL for the present owner. You must see to believe! \$23,500.



NEW PETERSON 34 (sistership) — AT OUR DOCKS — Call for Details.



ISLANDER 44, 1975. Dsl.; want to sail to Hawaii in 13 days at an average of 10 knots? Come look at this gem & drool... If you want an Offshore Vessel — THIS IS IT!! \$89,000.

17' MONTGOMERY w/trailer.....	\$ 6,000
20' NEWPORT	5,220
20' BAY LADY.....	3,450
20' PETERSON MERMAID.....	4,500
20' CAL.....	4 from 4,450
21' BAYLINER BUCCANEER.....	6,000
21' VENTURE w/trailer.....	2 at 4,000
21' RUSSELL MARINE.....	5,000
21' VICTORY w/trailer.....	2,500
22'6" RANGER.....	8,350
22' REINELL SLOOP with trailer.....	5,750
22' CATALINA	6,200
22' SANTANA.....	2 from 6,500
22' BRISTOL.....	6,500
22' COLUMBIA.....	3 from 5,500
23' HANNA GULFWEED SLOOP.....	6,000
23' CLIPPER MARINE.....	5,900
24' BRISTOL SLOOP, dsl.....	16,000
24' J-24.....	2 from 13,779
24' FARR 727, 1/4-ton slp.....	14,500
24' ISLANDER BAHAMA.....	7,000
24' COLUMBIA CHALLENGER.....	3 from 6,000
24' BRISTOL owner carry.....	12,500
24'7" SANTANA 25' 1/4 TON.....	13,900
25' PACIFIC SEACRAFT dsl. sloop.....	24,995
25' TANZER 7.5 Auxiliary sloop.....	13,000
25' SPITZGATTER OFFSHORE CRUISER, dblend, dsl., slp.....	13,950
25' CORONADO.....	2 from 9,500
25' LANCER, dsl.....	16,900
25' SEXTANT, 1969, dsl., f/g.....	asking 11,500
25' VENTURE.....	2 from 5,500
25' CATALINA.....	16,500
25' SEILDMANN DSL SLOOP.....	23,500
25' SANTANA 525.....	2 from 14,000
25' TRIMARAN.....	4,500
25' NORDIC FOLKBOAT.....	2 from 6,500
26' COLUMBIA MARK II.....	12,500
26' CHEOY LEE, dsl., slp.....	18,000
26' EXCALIBUR RACING/CRUISING SLP.....	9,500
26' PEARSON ARIEL.....	15,000
26' PEARSON ONE-DESIGN.....	17,500
26' PEARSON COMMANDER.....	10,500
26' GRAMPIAN.....	15,000
26' RANGER.....	16,300
26' S-2 aft cockpit slp.....	20,000
26' INTERNATIONAL FOLKBOAT.....	3 from 14,800
27' SUN diesel sloop.....	25,000
27' NOR'SEA aft cabin slp., dsl.....	45,600
27' CAL 2-27.....	28,500
27' C&C, diesel sloop.....	29,900



NEW 34' AFT CABIN FORMOSA SLOOP — Volvo diesel, walk-through to aft cabin! Lots of teak, fully equipped. \$72,000.



Special of the Month!

32' CHEOY LEE — Alden-design, pilothouse. Diesel, 4 bags of sails, 78 ch. VHF-RDF, depth-sounder, much more. \$47,500.

27' ERICSON	21,000
27' ALBIN VEGA.....	2 from 18,000
28' LANCER SLOOP.....	19,500
28' PEARSON	25,500
28' NICHOLS BUCCANEER.....	9,995
29' COLUMBIA 8.7.....	2 from 33,000
29' ERICSON	27,000
30' CHEOY LEE BERMUDA 30, dsl. ketch.....	28,000
30' RAWSON, diesel sloop.....	29,000
30' AMERICAN SLOOP, Nichols design.....	16,500
30' H-28 MODIFIED KETCH.....	2 from 19,900
30' PACIFIC, Nichols design.....	14,000
30' ALBERG ODEYSSEY Yawl, dsl.....	27,500
30' CLIPPER MARINE.....	2 from 15,000
30' RAWSON PILOTHOUSE slp., dsl.....	56,000
31' STEEL AFT CABIN slp., dsl.....	35,900

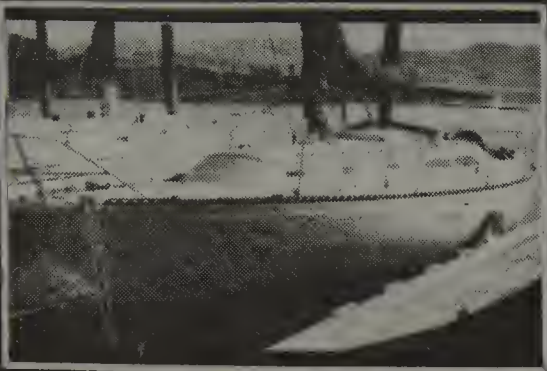
32' COLUMBIA SABRE sloop.....	10,500
32' ALDEN 32 MOTORSAILER, dsl. ketch.....	47,500
32' ISLANDER	51,000
32' C'HALLENGER, slp., dsl.....	47,000
32' PEARSON 323, dsl. aux., slp.....	59,500
32'6" PEARSON VANGUARD.....	2 from 35,000
33' MORGAN OUTISLAND 33 diesel sloop.....	57,000
33' GAFF-RIGGED CUTTER.....	12,000
33' RANGER AUX. CRUISING SLP.....	45,000
34' TARTAN SLOOP.....	44,000
34' FORMOSA AFT CABIN, slp., dsl., '80.....	72,000
35' CHINESE JUNK, diesel.....	32,500
35' YORKTOWN diesel cutter.....	46,000
35' PEARSON ALBERG.....	37,000
35' SPENCER, dsl. sloop.....	23,500
35' WILLARD aux. slp., dsl.....	78,500
35' CAL.....	2 from 59,000
37' GULFSTAR DSL. AUX. CRUISING SLP.....	78,500
37' IRWIN MK V ketch, dsl.....	90,000
37' RAFIKI, cutter, dsl.....	78,500
38' FARALLON CLIPPER, dsl. sloop.....	50,000
39' ALLIED MISTRESS ketch, dsl.....	95,000
40' ISLANDER diesel ketch.....	110,000
40' BOYD & YOUNG center cockpit dsl. sloop.....	39,900
41' C & C REDLINE sloop — diesel.....	90,000
41' FORMOSA diesel auxiliary sloop, 1980.....	79,000
41' CHALLENGER KETCH, dsl.....	105,000
41' MORGAN, aft cabin, slp., dsl.....	97,000
41' BENNETT FLUSH DECK, ketch, dsl.....	47,500
41' CT 41' aux., ketch, dsl.....	97,500
42' FORMOSA SLOOP, dsl.....	81,000
43' WESTSAIL, ketch, dsl.....	150,000
44' ISLANDER KETCH, dsl.....	79,500
44' SEA WOLF KETCH, dsl.....	116,000
44' RHODES MOTORSAILER, twin dsl.....	110,000
44' HARDIN BOUNTY ketch, dsl.....	110,000
44' PETERSON cutter, dsl.....	115,000
45' EXPLORER 45 MARK II diesel ketch.....	99,950
45' LITTLE HARBOR diesel centerboard yawl.....	110,000
45' PORPOISE DSL. KETCH.....	175,000
45' FREEDOM KETCH, dsl.....	189,500
45' SPARKMAN & STEPHENS M/S, dsl.....	55,000
46' LIDO CTR. COCKPIT yawl, dsl.....	69,500
50' FORCE 50 PILOTHOUSE dsl. ketch.....	2 from 133,500
50' HARTOG AUX. SCHOONER.....	26,000
51' FORMOSA PILOTHOUSE ketch, dsl.....	156,500
52'8" PASSAT, aux. ketch, dsl.....	120,000
55' ROBERTS 550 ctr. ckpt. cutter, dsl.....	145,000
60' HARTOG CUTTER (Hull).....	20,000
60' RHODES CTRBRD. YAWL, dsl.....	200,000
60' ANA MARIA gaff-rigged cutter, dsl.....	225,000

BANK FINANCING AVAILABLE/BERTHS AVAILABLE FOR ALL BOATS

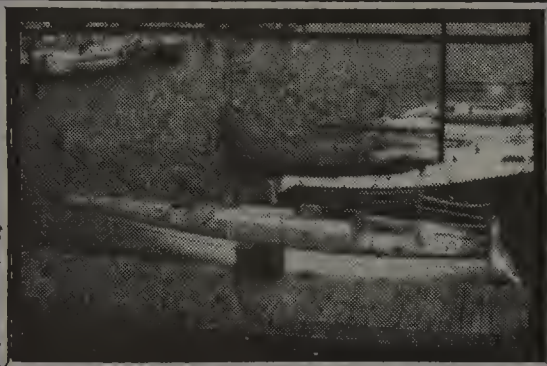
1535 Buena Vista Ave., Alameda
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3424 Via Oporto, Newport Beach

DEALERS FOR PETERSON 34

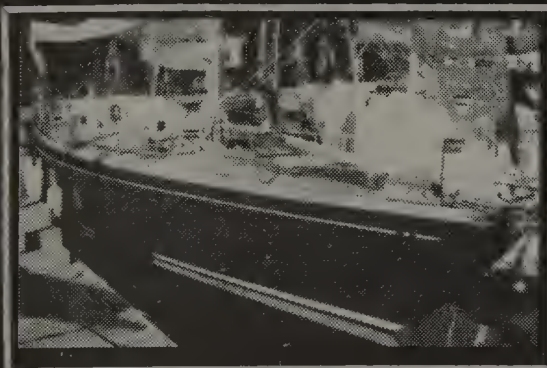
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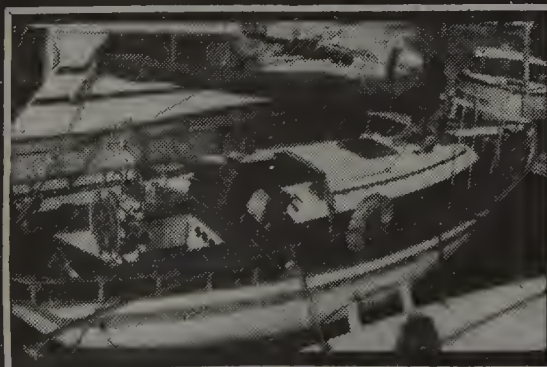
ISLANDER 36 — The most popular one-design in the bay. Diesel power, shower, electronics, very well equipt. Seller motivated.



APHRODITE 101 — Beautiful European designed & built racer/cruiser. Full race equipt incl. 5 sails, Signet knot/depth & much more. Asking \$48,500.



SWAN 43 — Classic S&S-design, outstanding cruiser w/jib furling, anchor, windlass, etc., beautiful cond., Nautor const., detail & value at it's best. Asking \$139,000.



CHEOY LEE 33 CUTTER — Roller furling, self-tailing winches, dsl. power, wheel steering, very well equipt. Seller asking \$52,500.

Cityyachts

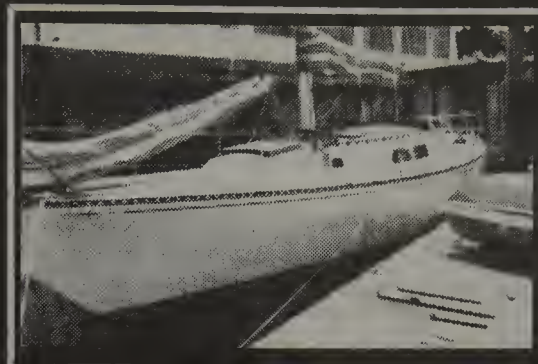
SAIL

20' CAL	\$ 5,500
22' COLUMBIA	5,800 *
22' SANTANA	7,500 *
22' HOLLAND	13,800/offer
23' RANGER	10,950
23' KELS COASTER	7,700
24' J	2 from 13,700
24' ISLANDER	2 from 5,900
24' MITCHELL	11,000 *
24' NORTHSTAR	17,000
24' SAN JUAN	13,500
24' NIGHTINGALE	12,900
25' CAL	7,900
25' JR. CLIPPER	offer
25' NORDIC FOLKBOAT	6,000
25' KILLER WHALE	11,000
26' INTERNATIONAL FOLKBOAT	23,950
26' THUNDERBIRD	offer
26' EXCALIBUR	14,500
26' PEARSON COMMANDER	2 from 11,000
26' S-2	19,500/offer
26' COLUMBIA	2 from 13,750 *
27' CHEOY LEE	23,000
27' SANTA CRUZ	16,900
27' MULL CUSTOM	18,000 *
28' O'DAY	28,900
28' WYLIE 1/2 TON	27,000
29' CHEOY LEE	26,500
29' HERRESHOFF	30,000 *
29' COLUMBIA	35,000
30' IRWIN	45,000
30' MORGAN	29,900
30' HERRESHOFF	29,500
30' BURNS 1/2 TON	39,500
30' PACIFIC	12,500
30' CUSTOM C&C	35,500
31' AUXILIARY CUTTER	offer
32' VANGUARD	31,000
32' ERICSON	34,200
32' 5.5 METER BOAT	7,250
32' 101 APHRODITE	48,500
33' TARTAN 10	38,000
33' TARTAN 10	34,000
35' CORONADO	44,000 *
35' PEARSON	59,000
35' ALBERG	39,000
35' GARDEN KETCH	47,500 *
36' ISLANDER	64,500
36' HERRESHOFF KETCH	49,500
37' FISHER KETCH	149,000
37' ERICSON	59,900
37' APACHE	42,000
37' CF	59,900
37' RAFIKI-CUTTER	78,500
38' ALAUILLA	94,000
38' FARALLONE CLIPPER	38,000
39' CAL	99,500
39' SANTANA	105,903
40' ISLANDER PETERSON	110,000
40' GARDEN KETCH	85,000
41' NEWPORT	74,000
41' MORGAN	105,000
43' METER R-BOAT	29,500
43' SWAN	139,000
44' PETERSON	115,000
45' STEEL KETCH	110,000
47' STEEL KETCH	75,000
50' SANTA CRUZ	200,000
50' OFFSHORE SLOOP	150,000
55' STEWART KETCH	170,000
57' SEA LION #1	180,000
59' STAYSAIL SCHOONER	225,000
65' MOTORSAILER	149,000

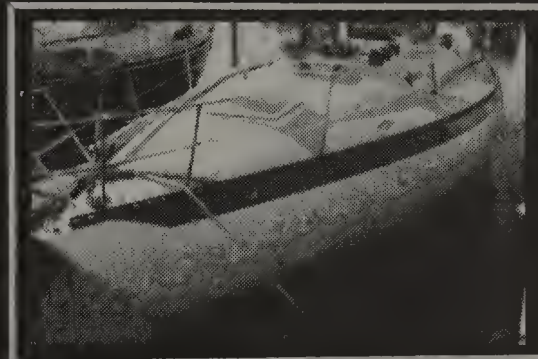
* BOAT INCLUDES S.F. BERTH
AT OUR DOCKS!!

MULTIPLE LISTING BROKER

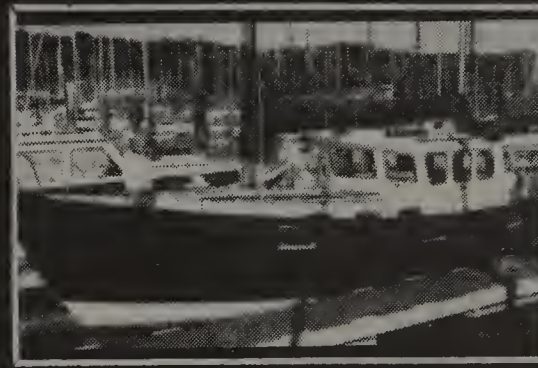
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NEWPORT 41S. Extremely well-equipped for cruising w/windvane, self-tailing winches, dsl. & full sail inventory. Mint condition. Asking \$74,000.



ERICSON 37 — Bruce King design w/flush deck. Very well equipt for racing or cruising. Excellent condition. Estate sale, sellers very anxious, will consider all offers.



FISHER 37 — Fine quality English pilothouse ketch, less than 20 hrs. use from new, autopilot w/remote, k.m., depth., radiotele., etc. Owner anxious, will consider offers.



SANTA CRUZ 50 — One year old w/13 sails, full elec./hydros., first to finish Newport to Coronado etc., ready for one-design class in Big Boat Series. Asking \$200,000.

Paul Kaplan, Christine Kaplan,
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meissner winches

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THE FARR 740 SPORT

- * More Fun to Sail
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- * Trailerable, Keel Locked Down for Sailing
- * Meissner Winches

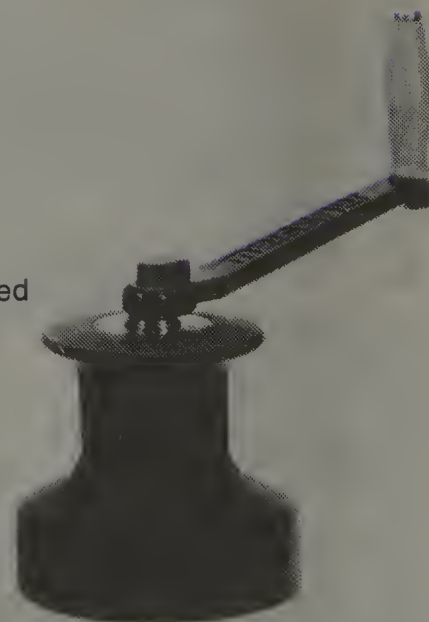
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